



**TOWNSHIP OF WEST LINCOLN  
PLANNING/BUILDING/ENVIRONMENTAL  
COMMITTEE AGENDA**

**MEETING NO. FOUR**

**Monday, September 14, 2020, 6:30 p.m.**

**Township Administration Building**

**318 Canborough Street, Smithville, Ontario**

**\*\* NOTE TO MEMBERS OF THE PUBLIC:** Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Council meetings until further notice.\*\*

**Submission of Public Comments/Virtual Attendance:** The public may submit comments for matters that are on the agenda or request to attend the virtual meeting as "Attendees" by emailing [jdyson@westlincoln.ca](mailto:jdyson@westlincoln.ca) by September 14, 2020 before 4:30 pm. Email comments submitted will be considered as public information and read into public record. The meeting will be recorded and available on the Township's website within 48 hours of the meeting.

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**Pages**

**1. CHAIR - Councillor Cheryl Ganann**

Prior to commencing with the Planning/Building/Environmental Committee meeting agenda, Chair Ganann noted the following:

(1) Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber will not be open to the public to attend Standing Committee and Council meetings until further notice.

(2) The public may submit comments for matters that are on the agenda to [jdyson@westlincoln.ca](mailto:jdyson@westlincoln.ca) before 4:30 pm. on the day of the meeting. Comments submitted will be considered as public information and read into public record.

(3) The meeting will be recorded and available on the Township's website within 48 hours of the meeting.

**2. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST**

**3. PUBLIC MEETING(S) UNDER THE PLANNING ACT**

Public meeting(s) under the Planning Act will commence at 6:30p.m.

**3.1 Official Plan Amendment & Zoning By-law Amendment - Former St. Martin Roman Catholic School Property**

**3.2 Official Plan Amendment & Zoning By-law Amendment - College Street Public School Property**

**3.3 Township of West Lincoln Zoning Housekeeping Amendments (File No.**

**1601-022-19)**

Re: Off Street Motor Vehicle Parking, Parking Space, Accessory Dwelling Units, Sign By-law, 9390 & 9392 Regional Road 65, 116 West Street (Smithville United Church & FORT), 6659 Regional Road 20 (Greek Community Centre)

**4. CHANGE IN ORDER OF ITEMS ON AGENDA**

**5. APPOINTMENTS**

There are no appointments.

**6. REQUEST TO ADDRESS ITEMS ON THE AGENDA**

**NOTE: Section 10.13 (5) & (6) – General Rules**

One (1) hour in total shall be allocated for this section of the agenda and each individual person shall only be provided with **five (5) minutes** to address their issue (some exceptions apply). A response may not be provided and the matter may be referred to staff. A person who wishes to discuss a planning application or a matter that can be appealed, will be permitted to speak for ten (10) minutes.

**NOTE:** Chair to inquire if there are any members of the public present in the Zoom meeting who wish to address any items on the Planning/Building/Environmental Committee agenda.

**7. CONSENT AGENDA ITEMS**

All items listed below are considered to be routine and non-controversial and can be approved by one resolution. There will be no separate discussion of these items unless a Council Member requests it, in which case the item will be removed from the consent resolution and considered immediately following adoption of the remaining consent agenda items.

**7.1 ITEM P40-20**

**CONSENT AGENDA ITEMS:**

**RECOMMENDATION:**

That the Planning/Building/Environmental Committee hereby approves the following Consent Agenda items:

1. Item 1, 2 and 3 be and is hereby received for information; and,
2. Items 4 and 5 are hereby received and the recommendations contained therein be adopted with exception if item No.(s)\_\_\_\_\_

1.	Information Report No. PD-109-2020 - Spring Creek Heights Secondary Plan Update	9
2.	Technical Report No. PD-112-2020 - Former School Sites (St. Martin & College St.) Land Use Plan - DRAFT Official Plan and Zoning By-Law Amendments	48
3.	Technical Report No. PD-120-2020 -Housekeeping Amendments to Zoning Bylaw 2017-70, as Amended (Round 3)	232
4.	Recommendation Report No. PD-118-2020 - Church Street – Road Closing By-law	242
5.	Recommendation Report No. PD-111-2020 - Partial Removal of	248

Site Plan and Subdivision Agreement from St. Martins Lands  
File No. 2100-003

**8. COMMUNICATIONS**

There are no communications.

**9. STAFF REPORTS**

**9.1 ITEM P41-20**

253

Planner I (Alexa Cooper), Planner II (Madyson Etzl) and Director of Planning & Building (Brian Treble)

Re: Information Report No. PD-110-2020 - Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe

**RECOMMENDATION:**

1. THAT, Report PD-110-2020 regarding “Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe” dated September 14<sup>th</sup>, 2020, be RECEIVED for information purposes.

**9.2 ITEM P42-20**

292

Director of Planning and Building (Brian Treble)

Re: Information Report No. PD-116-2020 – Provincial Changes to Excess Soil Regulations and Relationship to Township Site Alteration By-law

**RECOMMENDATION:**

1. That, report PD-116-2020, regarding “Information Report, Provincial Changes to Excess Soil Regulations and Relationship to Township Site Alteration By-law”, dated September 14, 2020, BE RECEIVED for information purposes.

**9.3 ITEM P43-20**

311

Planner I (Alexa Cooper), Planner II (Gerrit Boerema) and Director of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-115-2020 - Local Road Policies - Request to begin Public Consultation Process

**RECOMMENDATION:**

1. That, Report PD-115-2020 regarding “Local Road Policies – Request to begin Public Consultation Process” dated September 14<sup>th</sup>, 2020, be RECEIVED, and;
2. THAT, Council direct Staff to begin the public consultation process for the proposed DRAFT policies.

**9.4 ITEM P44-20**

324

Planner II (Madyson Etzl) and Director of Planning and Building (Brian Treble)

Re: Recommendation Report No. PD-105-2020 - Zoning By-law Amendment (Temporary Use By-law) Wrigley/Sims Garden Suite Application File No. 1601-004-20

**RECOMMENDATION:**

1. That, Report PD-105-2020, regarding “Zoning By-law Amendment (Temporary Use By-law) – Wrigley/Sims Garden Suite Application”, dated September 14th 2020, be APPROVED; and,
2. That, Section 34(17) of the Planning Act apply and that no further public meeting is required; and,
3. That, an application for a Temporary Zoning By-law Amendment 1601-002-20 submitted by Harold Wrigley and Debra Sims and a corresponding Zoning By-law be APPROVED and passed; and,
4. That, Staff be authorized to circulate the Notice of Decision for the Zoning By-law amendment with the corresponding 20-day appeal period.

**9.5 ITEM P45-20**

337

Planner II (Madyson Etzl) and Director of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-106-2020 - Harold Wrigley and Debra Sims Site Plan (Garden Suite) Authorizing By-Law, File No. 2100-007-20

**RECOMMENDATION:**

1. That, report PD-106-2020, regarding “Harold Wrigley and Debra Sims Site Plan (Garden Suite)” Authorizing By-law for File No. 2100-007-20”, dated September 14<sup>th</sup> 2020, BE RECEIVED; and,
2. That, a bylaw be passed to authorize the Mayor and Clerk to sign a Site Plan Agreement with Harold Wrigley and Debra Sims and Canada Life (Mortgagee), once all site plan details are sorted out and substantially completed for implementation upon expiry of the Township’s Zoning By-Law appeal period.

**9.6 ITEM P46-20**

342

Director of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-123-2020 - Removal of Holding Provision from 2935 S. G. Rd 18.

**RECOMMENDATION:**

1. That, Report PD-123-2020, regarding “Recommendation Report, Removal of Holding Provision from 2935 S. G. Rd 18”, dated September 14<sup>th</sup>, 2020, be RECEIVED, and;
2. That, a by-law be passed to remove the holding provision as found at attachment 3 to this report.

**9.7 ITEM P47-20**

358

Planning of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-121-2020 - Application to Remove the Holding Symbol (Phelps Homes Ltd. – Wade Road Lot) and Closure

of File No. 1601-004-17

**RECOMMENDATION:**

1. That, Report PD-121-2020, regarding “Recommendation Report, Application to Remove the Holding Symbol (Phelps Homes Ltd. – Wade Road Lot) and Closure of File, File No. 1601-004-17”, dated September 14<sup>th</sup>, 2020, be RECEIVED;
2. That, file 1601-004-17 (application for removal of Holding Symbol) be and is hereby closed; and,
3. That, the by-law, as ordered by LPAT, be and is hereby approved (attachment 5).

**9.8 ITEM P48-20**

383

Director of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-122-2020 - Corco Property Holdings Inc (Steve Witt/Stanpac) - Site Plan and Site Plan Authorizing By-law - File No. 2100-008-20

**RECOMMENDATION:**

1. That, report PD-122-2020, regarding “Recommendation Report, Corco Property Holdings Inc (Steve Witt/Stanpac) - Site Plan and Site Plan Authorizing By-law - File No. 2100-008-20”, dated September 14, 2020, BE RECEIVED; and,
2. That, the Mayor and Clerk be authorized to sign a Site Plan Agreement with Corco Properties Inc (Steve Witt/Stanpac), when all site plan details have been completed.

**9.9 ITEM P49-20**

390

Director of Planning & Building (Brian Treble)

Re: Recommendation Report No. PD-117-2020 - Approval of Official Plan Amendment and Zoning By-law Amendment to Incorporate Winery, Brewery, and Special Occasion Policies and Regulations in the Township of West Lincoln Official Plan and Zoning By-law

**RECOMMENDATION:**

1. That, Report PD-117-2020, regarding “Recommendation Report, Approval of Official Plan Amendment and Zoning By-law Amendment to Incorporate Winery, Brewery, and Special Occasion Policies and Regulations in the Township of West Lincoln Official Plan and Zoning By-law” dated September 14<sup>th</sup>, 2020, be RECEIVED; and,
2. That, Section 34(17) of the Planning Act apply and that no further public meeting is required; and,
3. That, Official Plan Amendment No. 55 (File No. 1701-004-19) and a corresponding implementation bylaw be APPROVED and passed; and,
4. That staff be authorized to circulate the Notice of Decision on the approval of Official Plan Amendment No. 55 to the agencies and

public to commence the 20 day appeal period as Regional Council approval is not required; and,

5. That, Zoning By-law Amendment 1601-015-19 and a corresponding bylaw be APPROVED and passed; and,
6. That, Staff be authorized to circulate the Notice of Decision for the Zoning By-law Amendment with the corresponding 20-day appeal period, with full force and effect occurring once Official Plan Amendment No 55 has been approved without appeal.

**10. OTHER BUSINESS**

**10.1 ITEM P50-20**

Members of Committee

Re: Other Business Matters of an Informative Nature

**11. NEW BUSINESS**

**NOTE:** Only for items that require immediate attention/direction and must first approve a motion to introduce a new item of business (Motion Required).

**12. CONFIDENTIAL MATTERS**

**RECOMMENDATION:**

That, the next portion of this meeting be closed to the public to consider the following pursuant to Section 239(2) of the Municipal Act 2001:

**12.1 Director of Planning & Building (Brian Treble)**

Re: Legal/Enforcement Matter – Quarterly By-law Update

**REPORT TO BE PROVIDED AT MEETING**

**Applicable closed session exemption(s):**

- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- the security of the property of the municipality or local board;
- advice that is subject to Solicitor-client privilege, including communications necessary for that purpose

**12.2 Director of Planning & Building (Brian Treble)**

Re: Legal/Enforcement Matter - Natural Severance - Caistor Centre

**VERBAL UPDATE**

**Applicable closed session exemption(s):**

- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- the security of the property of the municipality or local board;
- advice that is subject to Solicitor-client privilege, including communications necessary for that purpose

12.3 Director of Planning & Building (Brian Treble)  
Re: Legal/Solicitor-Client Privilege - Helen Kszan LPAT  
**VERBAL UPDATE**

**Applicable closed session exemption(s):**

- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- the security of the property of the municipality or local board;
- advice that is subject to Solicitor-client privilege, including communications necessary for that purpose

12.4 Director of Planning & Building (Brian Treble)  
Re: Confidential Information Report No. PD-119-20 - South Grimsby  
Road 21 – Site Plan Update - File No. 2100-012-19

**Applicable closed session exemption(s):**

- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- the security of the property of the municipality or local board;
- advice that is subject to Solicitor-client privilege, including communications necessary for that purpose

**RECOMMENDATION:**

That, this Committee meeting now resume in open session at the hour of \_\_\_\_\_p.m.

**12.1 ITEM P51-20**

Director of Planning & Building (Brian Treble)  
Re: Legal/Enforcement Matter – Quarterly By-law Update  
**REPORT TO BE PROVIDED AT MEETING**

**12.2 ITEM P52-20**

Director of Planning & Building (Brian Treble)  
Re: Legal/Enforcement Matter - Natural Severance - Caistor Centre  
**VERBAL UPDATE**

**12.3 ITEM P53-20**

Director of Planning & Building (Brian Treble)  
Re: Legal/Solicitor-Client Privilege - Helen Kszan LPAT  
**VERBAL UPDATE**

**12.4 ITEM P54-20**

Director of Planning & Building (Brian Treble)  
Re: Confidential Information Report No. PD-119-2020 - South Grimsby  
Road 21 - Site Plan Update - File No. 2100-012-19

**RECOMMENDATION:**

1. That, Report No. PD-119-2020, dated September 14, 2020, relating to Confidential Information Report - South Grimsby Rd 21 - Site Plan Update File No. 2100-012-19, BE RECEIVED; and,
2. That, Staff report back as required to keep Committee and Council informed on the matter.

**13. ADJOURNMENT**

The Chair declared the meeting adjourned at the hour of \_\_\_\_\_.

**DATE:** September 14, 2020

**REPORT NO:** PD-109-2020

**SUBJECT:** Information Report - Spring Creek Heights Secondary Plan Update

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

**OVERVIEW:**

- The purpose of this information report is to update the Planning, Building, Environmental Committee (The Committee) and Council on the Spring Creek Heights Secondary Plan Project that planning staff continue to work on jointly with our consulting team, MHBC Planning.
- Township Planning Staff, and MHBC Planning had previously held one public open house for these lands on November 28th 2019 where members of the public were invited to review and provide comment on recommended policy changes and future development options for existing undeveloped land within the Spring Creek Secondary Plan Area. MHBC Planning also explained the steps of the project and what the Township, and MHBC are planning to assess and find throughout the lengthy study of these lands.
- Township Staff, and MHBC have reviewed all the comments that were received at the public open house and have begun to prepare a recommendation report which will contain the best land use policies for this area.
- Due to the COVID19 pandemic, the timelines and progress of this secondary plan project has unfortunately been delayed.
- Now that the consultant's report has been received, planning staff and MHBC Planning Staff are discussing different options and dates to hold the next public meeting for the Spring Creek Heights lands.
- MHBC Planning has prepared a report which outlines the specific findings for these lands and the appropriate land uses that could be explored to ultimately benefit land use planning in this Secondary Plan in Smithville (attachment 1).
- Township Planning staff will keep the Committee and Council updated on the next steps for this project.

**RECOMMENDATION:**

1. That, Report PD-109-20 regarding “Information Report - Spring Creek Heights Secondary Plan Update” dated September 14<sup>th</sup>, 2020, be RECEIVED for information purposes.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

Planning Staff, and MHBC Planning are working jointly to explore the best land use options for the Spring Creek Heights Secondary Plan lands. Township planning staff had previously worked with HGC Engineering to complete a noise study, The MHBC Planning work is intended to revise the policies that were previously approved for these lands by completing a land use assessment update. MHBC Planning has reevaluated the transportation, land uses, servicing, and overall land use designations of the lands and adjacent lands.

This has given the Township a proper and independent policy review for the area. The goal is to see if the Township is able to get more efficient land use designations within this area while still maintaining the appropriate distances from the existing large businesses on Industrial Park Road and Thompson Road. The review has been completed to ensure protection of our employment park.

**CURRENT SITUATION:**

Unfortunately, due to COVID19 the Spring Creek Heights Secondary Plan project has been delayed. However, Township staff now have the consultant's report and are working jointly with MHBC Planning to prepare a draft Official Plan Amendment, which will include the most appropriate land use policies and designations for these lands. A future recommendation report will be presented at a future planning/building/environmental committee meeting of the draft official Plan Amendment and the proposed public meeting process.

This meeting will be open to members of the public to provide their thoughts and opinions on proposed draft policies and potential designations and will be held through the most appropriate communication methods that are available at that time.

This report provides the draft consultant report to committee and council for information purposes.

**FINANCIAL IMPLICATIONS:**

There are no financial implications relating to this report at this time. This review is within budget.

**INTER-DEPARTMENTAL COMMENTS:**

Inter-departmental comments are not applicable to this report.

**CONCLUSION:**

This report has been prepared to inform the Committee and Council on the progress of the Spring Creek Heights Secondary Plan project. Planning staff are expecting to have a recommendation report to present to Planning Committee in the near future with a Draft Official Plan Amendment for the Spring Creek Heights Secondary Plan and to then hold the final public meeting.

**ATTACHMENTS:**

1. Draft Consultant Report

**Prepared & Submitted by:**



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**Madyson Etzl,  
Planner II**



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**Brian Treble,  
Director of Planning and Building**

**Approved by:**



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**Bev Hendry, CAO**

# SPRING CREEK HEIGHTS SECONDARY PLAN REVIEW

## Preferred Land Use Scenarios Township of West Lincoln

Date:

**September 2020**

Prepared for:

**Township of West Lincoln**

Prepared by:

**MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC)**

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Our File 08234W

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Figure 4	MECP Guidelines D1 & D6 Minimum Recommended Industrial Setback Distances
Figure 5	Region of Niagara Official Plan – Schedule ‘A’ (Regional Structure)
Figure 6	ROPA-16: Proposed Employment Areas

# 1.0 Introduction

## 1.1 Background

MHBC Planning was retained by the Township of West Lincoln to undertake a review of the existing Spring Creek Heights Secondary Plan (Figure 1). In 2009, Council of the Township of West Lincoln adopted the Spring Creek Heights Secondary Plan for the lands. Since the preparation of the Secondary Plan in 2009, the lands have remained mostly undeveloped. The only portion of the Secondary Plan lands that are currently developed are those that existed before the adoption of the Secondary Plan. For example, the single-detached dwellings along Station Street, the Smithville Canadian Reformed Church, the John Calvin School, and Turkstra Lumber. The undeveloped land consists primarily of the areas that are designated Restricted Employment and Medium Residential by the Secondary Plan. Given the prime location within the Smithville Settlement Area, the Township is interested in reviewing the Secondary Plan and determining the land use options that will attract future developers and development in this part of Smithville.

The Township has initiated an Urban Boundary Expansion Study to determine the best way to expand the Settlement boundary to accommodate projected growth to the year 2041. As input to this Study, it is important that existing undeveloped land remaining within the boundary be reviewed to determine its development potential and whether the lands will contribute to the Township's employment land supply or residential land supply.

## 1.2 Purpose of the Project

The purpose of the project is to undertake a review of the existing land use designations within the Secondary Plan area and to determine whether changes to the land use designations could be pursued to encourage the development of the lands.

Specifically this study:

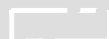

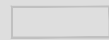

- Reviews the existing land use plan for the Spring Creek Heights Secondary Plan lands;
- identifies other potential land use options;
- evaluates other land use options based on a number of factors including compliance with Provincial, Regional and Township policies, the Township's long term residential and employment land needs, impacts on adjacent lands, and the desires of landowners and residents within and adjacent to the Secondary Plan area; and,
- makes a recommendation regarding whether the Secondary Plan should be changed or not, and if so, what type of change.

In order to prepare these options, a full background review of the existing planning policy applicable to the subject lands was undertaken, and consultation with members of the public, landowners, and surrounding stakeholders was completed to understand better how the lands should be developed. Based



**Figure 1**  
**Location Plan**

**Legend**

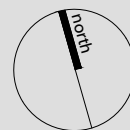
-  Smithville Urban Area Boundary
-  Secondary Plan Area Boundary
-  Parcel Fabric
-  Railway Lines

**DATE:** May 13, 2020

**SCALE:** 1:10,000

**FILE:** 08234W

**DRN:** JB



K:\08234W - SPRING CREEK SECONDARY PLAN\IPT\LOCATION.DWG

on the information gathered from the background review and the public consultation event, three land-use scenarios were realized. This report reviews each of the three land-use scenarios that have been proposed and provides a final recommendation on how the Township could improve or where necessary, alter the existing policies of the Spring Creek Secondary Plan in a manner that will help promote the future development of the lands, while continuing to support the existing employment and residential areas surrounding the Secondary Plan area.

## 1.3 Project Scope

The analysis completed guided the preparation of three different alternative land-use scenarios for the lands. The three land-use scenarios include the following:

1. **The “No Change” Scenario:** In this scenario, there would be no change to the existing policies and permissions of the Spring Creek Heights Secondary Plan. There would be no proposed amendments, and the uses outlined in the land use map for the Secondary Plan areas would continue to be permitted.
2. **Moderate Modifications:** This scenario would broaden the list of permitted uses within the subject lands to include typical uses found within the Service Commercial – Highway designation, as well as would introduce recreational/open space uses.
3. **Significant Modifications:** This scenario would propose to introduce residential use permissions in place of the existing restricted employment area permissions.

The analysis of the existing Secondary Plan involved the review of the current policy framework applicable to the lands, provincial guidelines relating to compatibility of uses including the NPC-300 and D6 Compatibility Guidelines, public consultation with existing stakeholders and the community, as well as discussions with Township of West Lincoln Planning staff.

This project was conducted in four phases, including a background policy review, a review of existing conditions on the subject lands and the surrounding area, the coordination and facilitation of a public consultation meeting, and finally, the preparation of a final recommendation.

### 1.3.1 Background Policy Review

The first phase included the review of the existing policies of the Spring Creek Heights Secondary Plan, as well as provincial and local municipal policy applicable to the subject lands including the Provincial Policy Statement, Places to Grow – Growth Plan for the Greater Golden Horseshoe, and the Regional and Township Official Plans. Additionally, a recent Land Needs Assessment report prepared by Hemson Consulting Ltd. (September 9, 2019) was reviewed. This study completed for the Region of Niagara describes the land needs for each municipality within the Region to the 2041 planning horizon. Furthermore, provincial guidelines on land use compatibility, including the NPC-300 and D-6 guidelines, were reviewed to determine appropriate setback distances from varying classifications of employment uses. Given the existing employment uses bounding the subject lands to the east, these guidelines serve as input to recommend appropriate land uses within the subject lands.

### 1.3.2 Existing Conditions

The second phase included the review of existing conditions on the lands and the surrounding area. A detailed analysis of the current uses, including the classification of employment uses in the surrounding area were reviewed and undertaken to understand the relationship between the vacant subject lands and existing development. An inventory of existing conditions was prepared, which evaluated existing uses, development types and land uses in the vicinity. The conclusion from this analysis then assisted in the preparation of the alternative land use scenario options that were brought forward to a public consultation event held with stakeholders and members of the community.

### 1.3.3 Public Consultation

The third phase included the coordination and facilitation of a public consultation event where the background information and evaluation completed in the first two phases of this exercise were brought forward to the public for their review and consideration. The feedback received from the public meeting was evaluated and considered as part of the final recommended land-use scenario for the subject lands.

### 1.3.4 Final Recommendation

The final phase of this exercise was to prepare draft recommendations for a preferred land use scenario for the subject lands. In order to select the preferred land use scenario, criteria were created and applied to each scenario that would evaluate each and provide a rating between 1 and 3, where the lowest number represented poor compliance, and the highest number represented good compliance. This evaluation resulted in one of the three land-use scenarios being chosen and recommended in Section 5 of this Report.

## 1.4 Purpose of this Report

It is the intent that by providing this recommendation, Township Planning Staff will evaluate the different options and come to a conclusion on how they would like to proceed with future changes to the current policy of the Secondary Plan. Any future changes to the Secondary Plan policy will need to be implemented by way of a Township led Official Plan Amendment process. The Township will prepare their proposed amendments to the Secondary Plan and will present them to Township Council for review and final approval.

It is important to note that this report simply provides a recommendation on how the Township of West Lincoln should proceed but may not result in being the final recommendation presented to Council.

## 1.5 Summary of Conclusions and Recommendations

Based on the considerations mentioned above and further explored within this report, it is recommended that the Township proceeds with the "Moderate Modifications" land-use scenario, which seeks to broaden the list of permitted uses to include typical uses permitted within the Service Commercial – Highway designation. This final recommendation is discussed further in Section 5 of this Report.

# 2.0 Context

## 2.1 Existing Conditions

### 2.1.1 Current Land Use

The Secondary Plan area is approximately 30 hectares in size and contains lands that are already developed with a range of uses and lands that are undeveloped. The lands that are developed are located along the western edge of the Secondary Plan area and include single detached residential dwellings, the Smithville Canadian Reformed Church, John Calvin School, and the Turkstra Lumber facility (See Figure 1).

The lands are identified as being within the Spring Creek Heights Secondary Plan Area, as shown in Schedule B-5 of the Township Official Plan (Figure 2). Schedule E-3 of the Township Official Plan identifies the subject lands as being designated Low-Density Residential; Medium Density Residential; Open Space; Institutional; Special Institutional; and Restricted Employment Area. Please see Figure 3.

The following briefly describes the applicable permissions of the Secondary Plan lands:

- Low-Density Residential: single and semi-detached dwellings at a maximum density of 15 units per hectare.
- Medium Density Residential: townhomes and low rise apartment development not exceeding three storeys or 11 metres in height. The maximum site density shall be twenty-four units per hectare.
- Special Residential on the north side of Spring Creek Road shall be developed as single-detached or townhouse dwellings. Individual driveway access shall not be provided from Spring Creek Road.
- Restricted Employment: Within the Restricted Employment Area designation, permitted uses shall include manufacturing, processing, servicing, storage of foods and raw material, warehousing, research and laboratories, data processing and development, and uses of a similar nature.
- Open Space: An open space designation exists on a narrow portion of lands separating the existing and future residential areas and the Restricted Employment Area. This open space area is intended as a visual buffer between the residential area and the employment area.

The Restricted Employment designation within the Secondary Plan boundary intends to allow for industrial type uses that are considered low impact industrial Class I uses. Class I industrial uses are those that create little to no adverse noise, odour, vibration, or particulate debris that could cause a nuisance on surrounding uses. Given the existing sensitive land uses located in the area (residential and institutional), it was essential that future residents and visitors of the church and school property were not impacted by these adverse effects that are typically caused by more substantial industrial uses. As a result, only industrial Class I uses are permitted on the lands.

Class II and Class III industries are those that have periodic to frequent outputs of noise, vibrations, or odour and a higher probability of fugitive emissions. The Smithville Industrial Park, located to the immediate east of the subject lands are developed with industrial uses that are classified within the Class II and Class III

industrial types. The Province requires a certain setback distance to be provided between sensitive land uses and Class II and Class III industries. The following are the required setback distances prescribed by the Province of Ontario:

- Class I Industries: 20 metres minimum separation distance;
- Class II Industries: 70 metres minimum separation distance; and,
- Class III Industries: 300 metres minimum separation distance.

Presently, the existing sensitive land uses located within the Secondary Plan boundary are located outside of those required setbacks. If those same Class II and Class III uses were proposed on the undeveloped land, the existing sensitive land uses within the Secondary Plan area would be located within the required setback distance and would be exposed to the adverse impacts of those industries. As a result, the existing Spring Creek Secondary Plan policy limits the type of industrial development on lands designated Restricted Employment to those uses considered to be Class I industrial uses.

## 2.1.2 Road Network

The Spring Creek Heights Secondary Plan lands are bounded by two roadways. Station Street to the east and Spring Creek Road to the north. All existing buildings within the subject lands currently have access via frontages off of Station Street or Spring Creek Road.

The Secondary Plan land use map currently describes a generalized road network that provides access from Spring Creek Road. The proposed route would allow traveling through the existing undeveloped Restricted Employment Area lands. It would give access to a future connection to the Smithville Industrial Park via an existing road stub that connects to London Road to the east.

## 2.1.3 Adjacent Land Uses

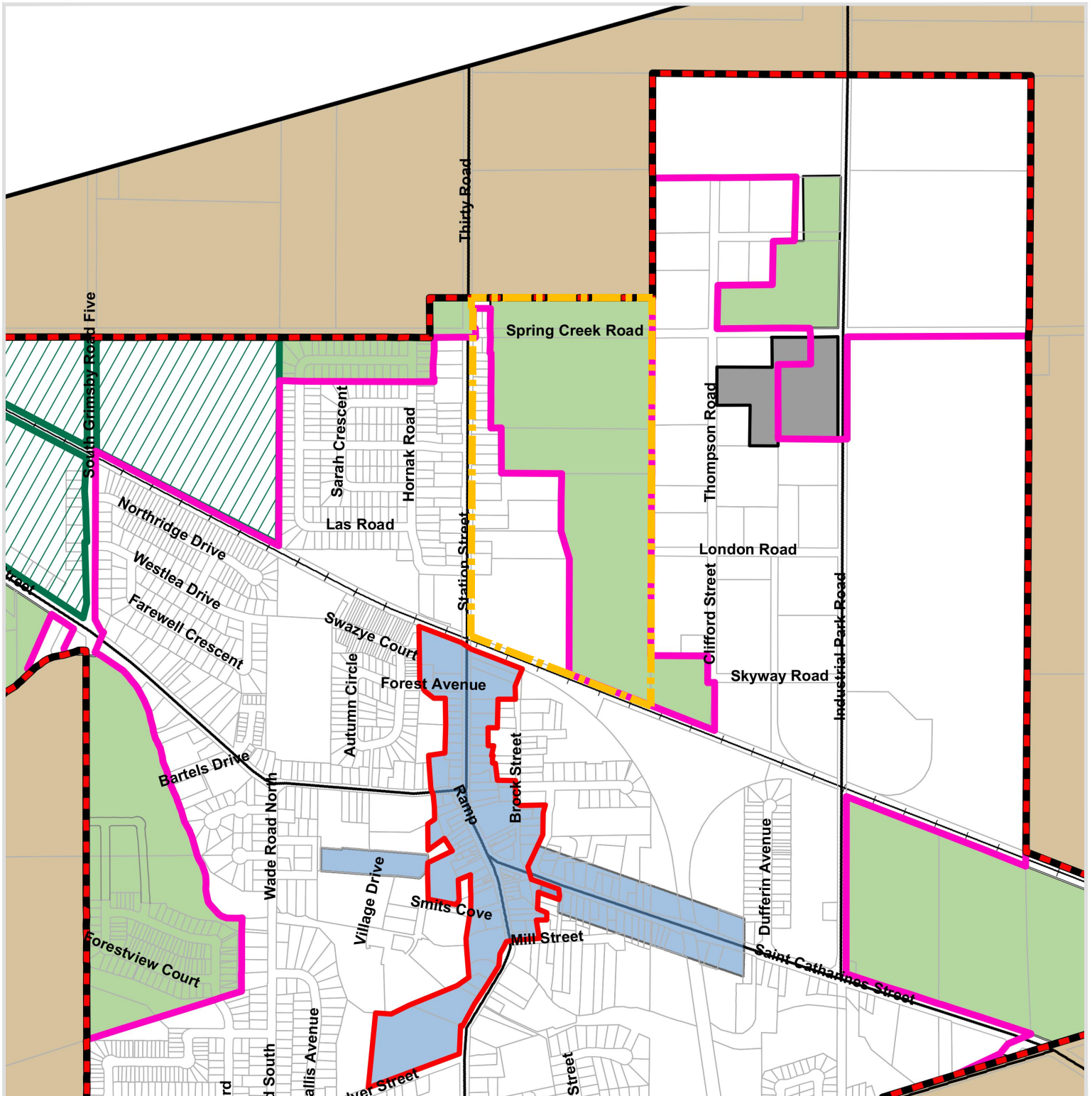
The following describes the surrounding uses found adjacent to the Spring Creek Heights Secondary Plan Area:

North: The lands immediately adjacent to the north are located outside of the Smithville Urban Settlement Area. A large woodlot is situated immediately north of the Secondary Plan Area. The lands to the north are outside of the Urban Settlement Area and are primarily agricultural.

East: The lands immediately to the east of the Secondary Plan Area are the Smithville Industrial Park that contains a range of employment uses. London Road, an east-west roadway, is located immediately east of the Secondary Plan Area and provides an existing road stub that will help connect the Secondary Plan Area lands to the Industrial Park.

South: The lands immediately south of the Secondary Plan Area lands are bound by the CP Railway line. Immediately south of the railway are commercial and residential properties. The primary type of development located south of the railway is single detached residential dwellings.

West: The lands to the west of the Secondary Plan Area consists mainly of a mature residential neighbourhood comprised of single-detached dwellings.



**Figure 2**  
**Schedule B-5: Urban**  
**Structure - Smithville**

Township of West Lincoln Official  
Plan, 2014

**Spring Creek Heights**  
**Secondary Plan**  
Community of Smithville  
Township of West Lincoln

**Legend**

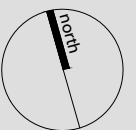
- Secondary Plan Area Boundary
- Smithville Urban Boundary
- CIP Boundary
- Built Boundary
- PCB Lands
- Greenfield Area
- Greenfield Area (P2G)
- Intensification Area
- Agricultural Area

**DATE:** May 13, 2020

**SCALE:** 1:12,000

**FILE:** 08234W

**DRN:** JB



K:\08234W - SPRING CREEK SECONDARY PLAN\RPT\TWL - SCHEDULE B-5.DWG



**PLANNING**  
**URBAN DESIGN**  
**& LANDSCAPE**  
**ARCHITECTURE**

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**Figure 3**  
**Schedule E-3:**  
**Secondary Plan -**  
**Spring Creek Heights**

Township of West Lincoln Official  
 Plan, 2014

**Legend**

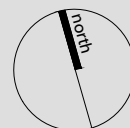
- Secondary Plan Boundary
- Low density Residential
- Medium density Residential
- Open Space
- Institutional
- Special Institutional
- Restricted Employment Area

**DATE:** May 13, 2020

**SCALE:** 1:5,000

**FILE:** 08234W

**DRN:** JB



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The subject lands are located in the northern half of the Smithville Urban Area and are considered a gateway into the Smithville community. Lands north of the Spring Creek Secondary Plan area are located outside of the Smithville Urban Area. They may be included within the Urban Area in the future through the current Urban Area Boundary Expansion Study being undertaken by the Township.

Please see the location map provided as Figure 1.

## 2.2 HGC Engineering Stationary Noise Impact Study - 2018

In 2018, the Township of West Lincoln retained HGC Engineering to complete a noise impact study for the Spring Creek Secondary Plan area to support a review of the land use designations within the Secondary Plan Area and to ensure that future development of the area was appropriate.

The Stationary Noise Impact Study prepared by HGC Engineering for the subject lands in August 2018, determined that a number of the industries operating within the Smithville Industrial Park to the east of the subject lands are classified as Class II (Medium) and Class III (Heavy) industrial uses and require a minimum distance of 70 metres and 300 metres from sensitive land uses, respectively. These setbacks are required by the provincial guidelines for land use compatibility. As can be seen in Figure 4 (HGC Engineering, 2018), the majority of the businesses within the Smithville Industrial Park are classified as being Class II industrial uses. This classification represents a place of business with medium-scale processing and manufacturing, with outdoor storage of wastes or materials, periodic outputs of minor annoyance, and/or occasional outputs of fugitive emissions for noise, order, dust and/or vibration. These Class II industries require a minimum 70 metre setback distance between sensitive uses. There are also Class III industries located adjacent to the subject lands that require a minimum setback distance of 300 metres. The setback distance for the Class III industries can be seen in red on Figure 4. It is understood that the majority of the undeveloped land is located within the required minimum setback distances between sensitive land uses and industrial areas as prescribed by the Province.

## 2.3 Hemson Consulting – Land Needs Assessment Study 2019

Hemson Consulting Ltd. was retained by the Region of Niagara in 2019 to complete a review and update of population forecast allocations, and land needs assessment for the entire Region of Niagara. The purpose of the land needs assessment study is to assist upper-tier and single-tier municipalities in implementing the policies and targets of the Places to Grow – Growth Plan for the Greater Golden Horseshoe by evaluating the projected population growth within each of the municipalities that comprise the Region of Niagara in order to assess how much land is to be allocated within the Region and within each municipality for different land uses (i.e., residential, commercial and employment).

According to the results of the evaluation completed by Hemson Consulting Ltd. for the Township of West Lincoln, it was determined that to accommodate the projected growth through to 2041, the Township will

require an additional 62 hectares of employment area land (jobs) and 148 hectares of community land area (residents and jobs).

As a result, the Township of West Lincoln has initiated an Urban Boundary Expansion Study to determine how to most efficiently expand the current Smithville settlement boundary to accommodate the required excess land that will be needed to provide for the projected population growth. The Township has initiated a review of existing undeveloped lands within the Urban Area to determine what policy changes, if any, can be made to encourage the development of these lands and to reduce the amount of additional land that is required.

## 2.4 Community Consultation Comments

The Public Consultation event relating to the review of the Spring Creek Heights Secondary Plan was held on November 28, 2019, at the Township of West Lincoln's administrative office in Smithville. The meeting included a variety of members of the community, including landowners representing the subject lands and surrounding lands, as well as members of the community.

The feedback received from the community can generally be summarized into three themes:

1. The lands within the secondary plan area should be permitted to develop to a broader range of uses including residential uses;
2. That any change to the secondary plan should not negatively impact Smithville Industrial Park and the existing employment and industrial uses; and,
3. That any change to the secondary plan should not negatively impact the adjacent residential neighbourhoods.

The desire that the secondary plan is changed to allow greater residential development was a view primarily held by the landowners within the Secondary Plan area. In their view, the lands have remained undeveloped because there is little market for the type of light industrial uses that are permitted by the existing Secondary Plan. They note that there is a strong demand for housing, and the Township would be better served by allowing all or part of the designated industrial lands to develop to residential.

The concern that any change to the secondary plan may negatively impact lands within the Smithville Industrial Park primarily came from landowners and business owners within the Industrial Park. Their concern is that the introduction of residential uses would limit future expansion of their businesses or restrictions on their operations due to fears of noise and truck traffic. One business owner made it clear that they had purchased lands within the Spring Creek Heights Secondary Plan area and immediately to the rear of their existing manufacturing building to accommodate potential future expansion of the business.

The Township has also made it clear that the economic value of the businesses within the employment area located adjacent to the subject lands is of great importance to Smithville and the Township. Any future development of sensitive land uses within the required setback distance from an industrial area would likely lead to several compatibility issues. In order to accommodate sensitive land uses, the future removal of medium and heavy industrial land use permissions would be required for the Smithville Industrial Park. Given the economic value of the businesses within the industrial park, it may not be

appropriate to move forward with a land-use scenario that presents an option to accommodate sensitive land uses.

The third category of comments (concerns about potential impacts to adjacent neighbourhoods) was a view primarily held by nearby residents. The comments focused on the concern that any change may lead to increased traffic, increased noise, or other impacts that would affect their properties. In general, these people are less concerned about the type of land use permitted within the Secondary Plan Area, provided any effects are negated or managed.

No formal comments were received from representatives of the John Calvin School, the Smithville Canadian Reformed Church, or Turkstra Lumber.

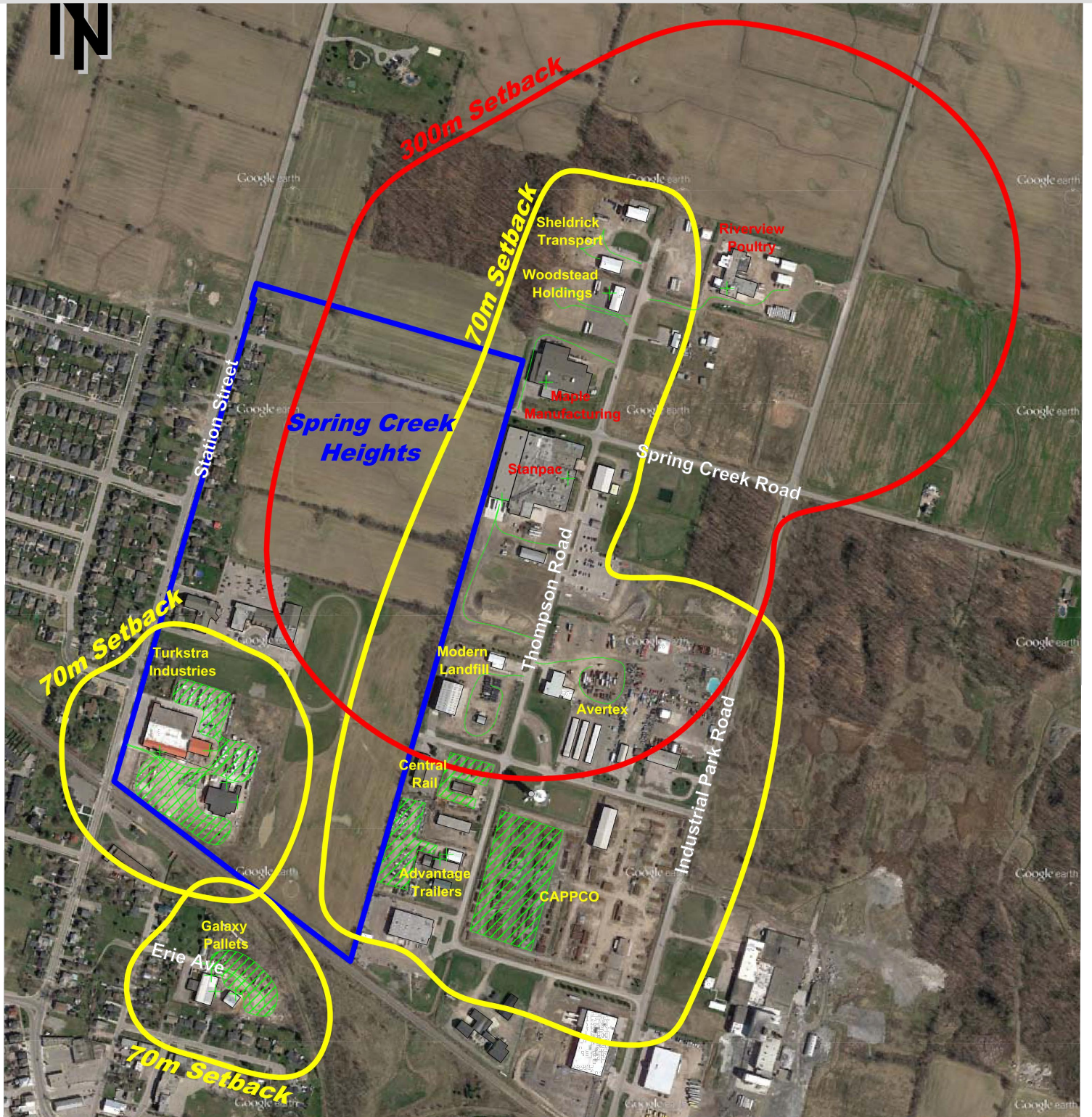
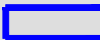


Figure 4  
**MECP Guidelines D1  
 & D6 Minimum  
 Recommended  
 Industrial Setback  
 Distances**

Spring Creek Heights  
 Secondary Plan  
 Community of Smithville  
 Township of West Lincoln

**Legend**

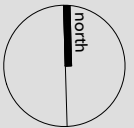
 Secondary Plan Area Boundary

**DATE:** May 13, 2020

**SCALE:** 1:8,000

**FILE:** 08234W

**DRN:** JB



K:\08234W - SPRING CREEK SECONDARY PLAN\RPT\D1 COMPATIBILITY SETBACKS.DWG



**PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
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# 3.0 Planning Policy Framework & Compatibility Guidelines

An analysis of the existing planning policy framework and provincial land use compatibility guidelines was completed to evaluate the current policies and minimum setback requirements applicable to the lands. The following is a review of the land use policy framework related to the Spring Creek Heights Secondary Plan lands.

## 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under the authority of the Planning Act. The current version of the PPS took effect on May 1, 2020. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. All decisions affecting planning matters "shall be consistent with" the policy direction contained within the PPS. The Provincial Policy Statement includes policies related to building strong communities, managing growth, and protecting natural and cultural heritage resources. The PPS focuses growth within settlement areas and away from significant or sensitive resources and promotes efficient land use patterns that support the long term economic prosperity of the Province and municipalities.

Policy 1.1.3.1 states that settlement areas *"shall be the focus of growth and development"*.

The entire Secondary Plan Area is located within a settlement area as defined by the PPS. The definition of "Settlement Areas" is as follows:

*"means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:*

- a) Built up areas where development is concentrated and which have a mix of land uses; and*
- b) Lands which have been designated in an Official Plan for development over the long-term planning horizon provided for in policy 1.1.2. In cases where land in designated growth areas is not available, the settlement area may be no larger than the area where development is concentrated."*

The Spring Creek Heights Secondary Plan Area is identified on Schedule B-4 of the Township's Official Plan as being within the Smithville Urban Boundary. One of the key objectives of the Township's Official Plan is to encourage and facilitate redevelopment, infilling, and intensification within the Urban Settlement area of Smithville.

Policy 1.1.3.2 states the following:

*"Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) Efficiently use land and resources;*
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) Prepare for the impacts of a changing climate;*
- e) Support active transportation;*
- f) Are transit-supportive, where transit is planned, exists or may be developed; and*
- g) Are freight-supportive.*

The above policy encourages land use patterns to use land and resources efficiently and to avoid the need for unjustified expansion. The subject lands are located within the settlement area and are either fully serviced or can connect to surrounding municipal services. There is currently a need for additional residential land and employment land within the Township of West Lincoln.

Policy 1.2.6.1 of the PPS states the following with respect to land use compatibility:

*"Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures".*

In reviewing the available land-use scenarios for the subject lands, the PPS requires that major facilities such as medium to heavy industrial uses and sensitive land uses be planned to avoid significant potential adverse effects from noise, odour, vibration, and particulate debris. The Province's D-6 compatibility guidelines are to be applied to the land-use scenarios to ensure that the appropriate setback distance is being applied and appropriately exercised.

Furthermore, Policy 1.2.6.2 states that:

*"Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*

- a) There is an identified need for the proposed use;*
- b) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c) Adverse effects to the proposed sensitive land use are minimized and mitigated; and*

- d) Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Based on the above policy, sensitive land uses within the undeveloped lands of the Spring Creek Secondary Plan area would only be permitted if avoidance is not possible in accordance with Policy 1.2.6.1, and the required tests of the above policy are met. It is the Province's intent that existing and planned industrial, manufacturing, and other similar uses are protected for their long-term viability.

Policy 1.3.2.1 states that Planning authorities shall plan for, protect, and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs. The conversion of lands within employment areas to non-employment may be permitted through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

It is the intent of the Province to ensure that employment lands be protected and preserved to ensure that current and future needs are met. The Land Needs Assessment study prepared by Hemson Consulting Ltd. in September 2019 for the Region of Niagara identifies that the Township of West Lincoln will require an additional 62 hectares of employment land to accommodate the projected growth to 2041. Also, the Township will require an additional 148 hectares of land to accommodate new community land needs, which includes residential.

Policy 1.3.2.4 of the PPS relates to the conversion of employment areas and states that *"Planning authorities may permit conversion of land within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion"*.

Notwithstanding the policy above (1.3.2.4), PPS Policy 1.3.2.5 states that *"until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as a regionally economic development corporation working together with affected upper and single-tier municipalities and subject to the following:*

- a) There is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) The proposed uses would not adversely affect the overall viability of the employment area; and,*
- c) Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses."*

According to the Province's Significant Employment Zone mapping, the subject lands are not identified as a significant employment area. However, the Region of Niagara has identified a portion of the subject lands in the south east corner of the Secondary Plan boundary and immediately adjacent to the Turkstra Lumber operations as a significant employment area. As a result, to convert the portion of lands in the south east corner of the subject lands, the appropriate tests would need to be met. The conversion tests would not be required for the balance of the employment lands as they are not identified as being significant employment areas.

## 3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") is the Government of Ontario's initiative to plan for growth and development in a way that supports economic prosperity, protect the environment, and help communities achieve a high quality of life. A Place to Grow: Growth Plan for the Greater Golden Horseshoe was approved under the Places to Grow Act, 2005, with a recent amendment on May 16, 2019, and applies to the subject lands. Any planning decision made for lands in the Greater Golden Horseshoe growth plan area must conform to the policies of the Growth Plan.

The Growth Plan establishes a vision for the Greater Golden Horseshoe based on the following principles: supporting the achievement of complete communities; prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit; providing for a range of economic and employment opportunities; supporting a range and mix of housing options; improving the integration of planning and infrastructure investment; manage growth in a manner that recognizes the diverse communities within the GGH; protecting and enhancing natural heritage features and functions; supporting the long-term viability and productivity of agriculture; conserving and promoting cultural heritage resources; and integrating climate change considerations into planning.

Policy 2.2.1.2 states the following regarding allocating forecasted growth:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities.

The built-up area remains the focus for growth in settlement areas. The Secondary Plan Area is located within a delineated urban and built-up area. Section 2 of the Growth Plan states that it is important to optimize the use of the existing urban land supply to avoid over-designating land for future urban development.

Policy 2.2.5.5 of the Growth Plan states that *"Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities."*

Presently, the subject lands are primarily designated as restricted employment area and are located in proximity to existing industrial facilities to the east. As such, the vacant employment lands within the subject lands would be appropriate to support similar smaller scale employment uses or uses that would be considered ancillary to the adjacent industrial facilities.

Further, Policy 2.2.5.7 states that *"Municipalities will plan for all employment areas within settlement areas by:*

- a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility."*

Policy 2.2.5.9 of the Growth Plan states:

*"The conversion of land within employment areas to non-employment uses through a municipal comprehensive review where it is demonstrated that:*

- a) there is a need for the conversion;*
- b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) the municipality will maintain sufficient employment land to accommodate forecasted employment growth to the horizon of this Plan;*
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses."*

Notwithstanding the above policy, Policy 2.2.5.10 states:

*"Until the next municipal comprehensive review, lands within existing employment area may be converted to a designation that permits non-employment uses, provided the conversion would:*

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);*
- b) maintain a significant number of jobs on those land through the establishment of development criteria; and*
- c) not include any part of an employment area identified as a provincially significant employment zoned."*

According to the Province's online mapping of the Provincially Significant Employment Zones, the subject lands are not identified as being provincially significant. Presently, within the Township of West Lincoln, there is a need for additional employment and residential land to accommodate potential growth to 2041.

### 3.3 NPC 300 Guidelines

The Ministry of the Environment ("MOE") is responsible for protecting clean and safe air, land, and water to ensure that communities remain healthy and are sustainable for present and future generations. To ensure that this is fulfilled, the MOE has created a set of guidelines that control the sources of emissions to the environment are adequately regulated to prevent adverse impacts on surrounding communities and the environment. The NPC-300 Guidelines was published by the MOE in 2013 and generally serves four purposes, including:

- To provide sound level limits for stationary sources, such as industrial and commercial establishments;
- To provide guidance for land use planning decisions to minimize potential conflicts between sensitive land uses and sources of noise emissions;
- To provide sound level limits that may be incorporated into municipal Noise Control By-laws; and
- To provide sound level limits that may be applied under provisions of the Aggregate Resources Act.

With respect to the Spring Creek Heights Secondary Plan review, the NPC-300 guidelines have been reviewed to provide guidance for land use planning decisions to ensure limited conflicts between sources of noise emissions, such as industrial facilities, and sensitive land uses (i.e., residential uses).

The NPC-300 guideline distinguishes between "stationary sources" (industrial and/or commercial sounds), and other sources of noise such as from road traffic or construction services. The NPC-300 guideline defines a "stationary source" as a source of sound or combination of sources of sound that are included and normally operated within the property lines of a facility, and includes the premises of a person as one stationary source, unless the dominant source of sound on those premises is construction.

According to the Stationary Noise Impact Study prepared by HGC Engineering for the subject lands, the industries along Thompson Road, Clifford Street, Erie Avenue, and Station Street and located in proximity to the Spring Creek Heights Secondary Plan Area are considered stationary sources of noise. According to the guidelines, it is the responsibility of the proponent of new noise-sensitive land use to ensure that the proposed land use modification is planned in a way that ensures the stationary sources will be capable of continuing to comply with the applicable sound level limits that are applied to them.

HGC Engineering completed a Stationary Noise Source Assessment in June and July of 2018 to measure the existing sound levels from the surrounding uses on the subject lands. According to the results achieved from the study completed by HGC, it was determined that the cumulative sound level impact of all facilities measured were higher than both the daytime and nighttime sound limits. Based on these results, it was concluded that the sound level limits on the portion of lands designated as residential and employment area within the subject lands would experience noise emissions that would not be compatible with sensitive land uses. It was concluded in HGC's Report that it is in the best interest to maintain the lands which are currently vacant within the Spring Creek Heights Secondary Plan as being designated for employment uses to avoid incompatibility concerns.

## 3.4 D6 Compatibility Guidelines

The D-6 compatibility guidelines identifies the direct interest of the Ministry in recommending separation distances and other control measures for land use planning proposals to prevent or minimize adverse effects from the encroachment of incompatible land uses. The guidelines are intended to be applied only when a change in land use is proposed, however, it is typically expected that compatibility concerns should be recognized and addressed at the earliest possible stage of the land use planning process.

The D-6 compatibility guidelines are intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses, and industrial land uses on one another. Typically, sensitive land uses that are in proximity to industrial areas could be adversely impacted by noise, odour, vibration, and particulate emissions.

The D-6 guidelines identify three types of industrial facilities, which include Class I, Class II, and Class III. Based on case studies and past experience, the MOE has identified potential influence areas within which adverse effects may have been experienced from industrial uses. The D-6 guidelines recommend separation distances or other mitigation measures based on the results of investigative studies. The mitigation can be implemented at the source, or could also be incorporated on the proposed development lands where industrial facilities are operating in compliance with the Ministry's requirements. Zones of influence relate to an overall area where an industrial facility's adverse effects may be experienced.

The guidelines recommend the following minimum separation distances for sensitive land uses from industrial uses:

Industrial Classification	Zone of Influence	Minimum Setback Distance
Class I (Light)	70 metres	20 metres
Class II (Medium)	300 metres	70 metres
Class III (Heavy)	1,000 metres	300 metres

Each influence area is site-specific and may sometimes require a higher or lower separation distance. Typically, the appropriate separation distance is identified once technical studies have been completed, and accurate adverse impacts can be evaluated. Separation distances may be reduced through buffering techniques.

Class I Industrial facilities are considered a business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has a low probability of fugitive emissions. These businesses are typically solely daytime operations only, with the infrequent movement of products and/or heavy trucks and no outside storage. Class II industrial facilities are for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e., contains a form of open process) and/or there are periodic outputs of minor annoyance. This classification of industry would see the frequent movement of products and/or heavy trucks during daytime hours. Finally, Class III industrial facilities are considered large scale manufacturing or processing and is characterized by its large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during both the daytime and nighttime shifts. Typically, Class III industrial facilities provide for frequent outputs of major annoyance, and there is a high probability of fugitive emissions.

The Stationary Noise Impact Study prepared by HGC Engineering in 2018 determined that existing industrial and commercial facilities located in proximity to the subject lands are primarily considered to be Class II industrial operations, which would be equivalent to medium scale processing and manufacturing and periodic output of minor annoyance, and/or occasional outputs of fugitive emissions for noise, odour, dust and/or vibration. Additionally, three industrial facilities located in proximity to the subject lands,

including Stanpac, Maple Manufacturing, and Riverview Poultry, are considered Class III industries and are identified as large scale manufacturing and processing with outputs of major annoyance and a high probability of fugitive emissions. Based on the investigation completed as part of the noise impact study, it was determined that approximately 80 percent of the subject lands fall inside the minimum recommended setback distances set out by Guideline D-6, as is shown in Figure 4.

As Figure 4 illustrates, presently, the majority of the subject lands that are designated "Restricted Employment Area" in the Secondary Plan are located within the required 70 metre and 300 metre setback limits. Only a portion of land immediately adjacent to the existing single detached residential dwellings fronting onto Station Street are located outside of the required setback distances. The portion of land located outside of the minimum setback distances is designated as Medium Density Residential and Open Space by the Secondary Plan.

## 3.5 Region of Niagara Official Plan (2014)

The Region of Niagara Official Plan outlines a vision for growth and development within the Region. It establishes a number of general policies to plan and manage growth and implement provincial land use policy. An overarching goal of the Regional Official Plan is to promote balanced growth by directing a larger share of new growth to the Built-Up Area. A review of the Regional Official Plan has identified that the Spring Creek Heights Secondary Plan Area falls within the following designations of the Regional Official Plan:

- Schedule A – Regional Structure – Built-Up Area and Designated Greenfield Area
- Schedule B – Agricultural Land Base – Urban Area
- Schedule C – Core Natural Heritage – Urban Area

Based on the identified designations, and through further review of relevant policy within the Region of Niagara Official Plan, we provide the following discussion to detail how the policies of the Regional Official Plan apply to the Secondary Plan Area lands.

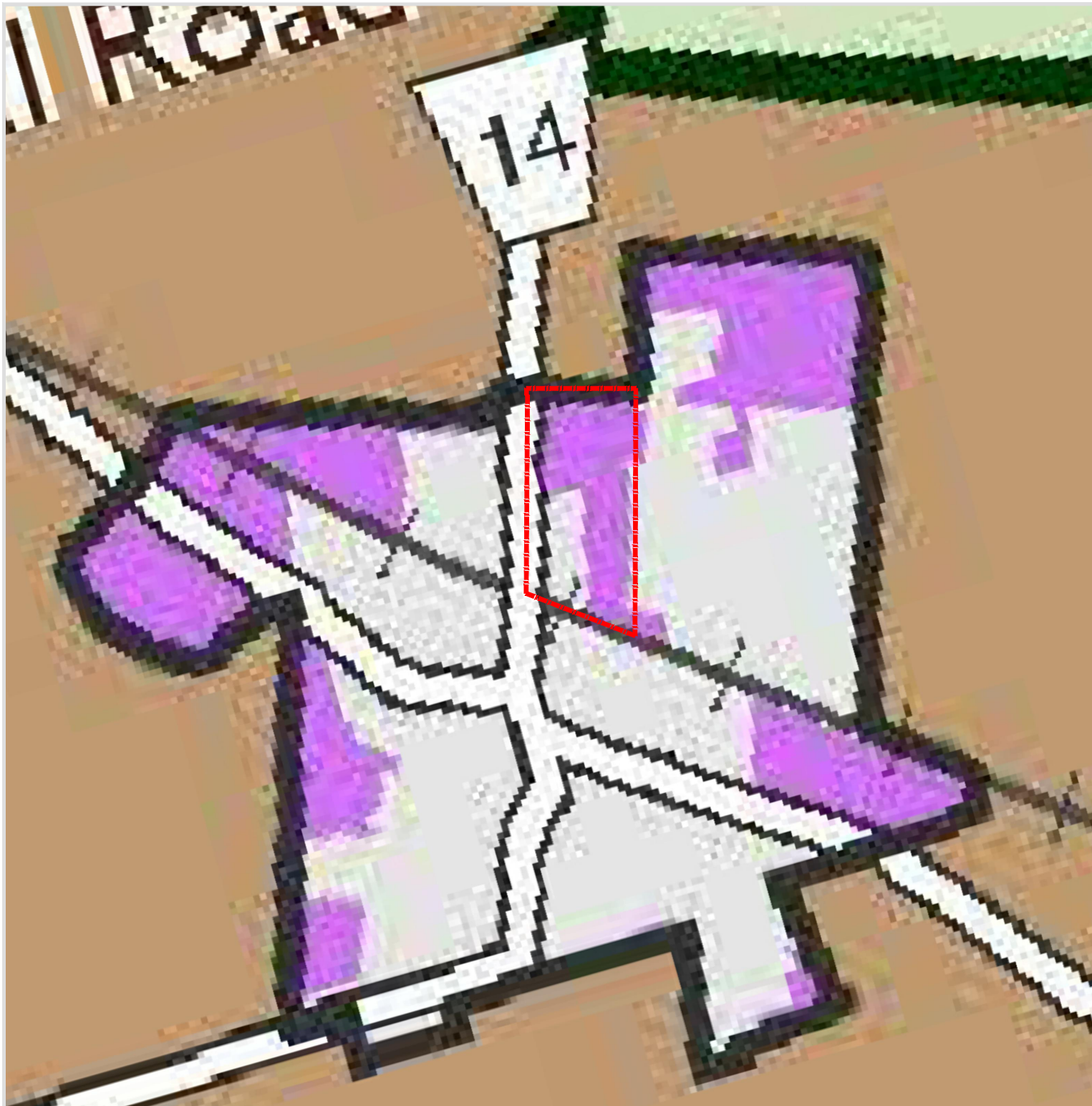
### Urban Areas

The Region of Niagara Official Plan defines Urban Areas as areas with municipally-provided services, including water and sewage services. These Areas are intended to be the focus of the Region's long-term growth and development.

The entirety of the Spring Creek Heights Secondary Plan lands are located within an identified Urban Area (Figure 5) and are partially developed and connected to municipal services.

Section 4 of the Regional Official Plan details the growth management objectives for the Region. The following are some of the growth objectives outlined in this section:

- Objective 4.A.1.1 seeks to direct the majority of growth and development to Niagara's existing Urban Areas.
- Objective 4.A.1.6 seeks to building compact, mixed use, transit supportive, active transportation friendly communities in the Built-up Area and in Designated Greenfield Areas.
- Objective 4.A.1.9 seeks to ensure the availability of sufficient employment and residential land to accommodate long term growth in Niagara to the year 2031.



**Figure 5**  
**Schedule A: Regional Structure**  
 Niagara Region Official Plan, 2018

**Legend**

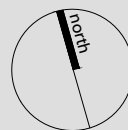
- Secondary Plan Area Boundary
- URBAN AREA BOUNDARY
- BUILT-UP AREA
- DESIGNATED GREENFIELD AREA
- GREENBELT PLAN AREA
- PROTECTED COUNTRYSIDE
- REGIONAL ROAD
- RAILWAY

**DATE:** May 13, 2020

**SCALE:** 1:20,000

**FILE:** 08234W

**DRN:** JB



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According to Schedule A of the Regional Official Plan, the lands are identified as being both within the Built-Up Area and Designated Greenfield Area. The Region requires that a minimum combined gross target of 50 people and jobs per hectare across all Designated Greenfield Areas be attained.

The Regional Official Plan also targets a minimum of 40% of all residential development within the Region occur within the Built-up area.

Section 4.E.1 of the Regional Official Plan deals with the conversion of lands within Employment Areas.

Policy 4.E.1.1 of the Regional Official Plan states:

*"Municipalities may permit the conversion of lands within employment areas to non-employment uses through a municipal comprehensive review where it is demonstrated that:*

- a) There is a need for the conversion;*
- b) The municipality will meet the employment targets allocated to the municipality pursuant to this Plan;*
- c) The conversion will not adversely affect the overall viability of the employment area and the achievement of the municipal intensification target, density targets and other policies of this Plan;*
- d) There is existing or planned infrastructure in place to accommodate the proposed use;*
- e) The lands are not required over the long term for employment purposes which they are designated; and,*
- f) Cross jurisdictional issues have been considered."*

### 3.5.1 Regional Official Plan Amendment 16 (ROPA 16)

With the adoption of the 2019 Places to Grow – Growth Plan for the Greater Golden Horseshoe, several employment policies of the previous Growth Plan were updated, and new policies were introduced. In October 2019, the Region initiated ROPA 16 to update the Official Plan to reflect the changes in the Growth Plan.

Some of the critical employment changes that will be required and advanced through ROPA 16 include:

- New policies that permit a private landowner to convert lands in employment areas in advance of the completion of the Region's new Official Plan;
- Revisions to the meaning of the terms employment lands and employment areas, and removing the concept of prime employment areas;
- Introduction of the concept of a Provincially Significant Employment Zone;
- Introduction of policies for land use changes for employment lands (outside of employment areas) where a similar number of jobs remain accommodated on site; and,
- New permission for a settlement area boundary expansion up to 40 hectares prior to the adoption of the new Official Plan, for any land uses, including employment.

According to the draft Regional Official Plan Amendment No.16 mapping schedule, which is currently under review and yet to be adopted, a portion of the lands in the south east corner of the Secondary Plan, which consist of the Turkstra Lumber operation and undeveloped lands immediately adjacent on its

eastern side, is proposed to be designated as "Employment Area" as shown in Figure 6. The proposed "Employment Area" lands in the south east corner of the subject lands should be maintained for Employment Area uses to reflect the Region's future objectives.

## 3.6 Township of West Lincoln Official Plan

The Township of West Lincoln Official Plan provides detailed development and land use policies for the Township. The Official Plan implements the policies and goals of the Provincial Policy Statement, Places to Grow Plan, Greenbelt Plan, and the Regional Official Plan. A review of the Township Official Plan has identified that the Secondary Plan Area lands fall within the following designations of the Township Official Plan:

- Schedule A – Municipal Structure – Smithville Urban Boundary
- Schedule B-4 – Land Use Smithville – Spring Creek Heights Secondary Plan
- Schedule B-5 – Urban Structure Smithville – Western Portion of the lands are within the Built Boundary, while the eastern portion of the lands are identified as "Greenfield Area (P2G)".

### General Goals and Objectives

Section 2.4 of the Township Official Plan sets out the goals and objectives of the Plan. The Official Plan provides the following relevant goals and objectives:

- g) To accommodate the majority of residential growth of the Township in Smithville in well-planned, residential areas with sufficient housing types and tenures to meet population forecasts; and to promote the efficient use of land and services to meet population growth;
- h) To provide a policy framework that will promote the Smithville downtown area as the primary commercial and business area in the municipality;
- j) To encourage more diversified employment opportunities for residents of the Township through the promotion of new and expanding industrial uses, commercial businesses and institutional uses.

The above goals and objectives from the Township Official Plan outline three key components of how the Township seeks to develop their lands within the Urban Area and should be used as a guideline to determine how the undeveloped lands within the Spring Creek Secondary Plan are to be planned and developed in the future. From these goals, the following inferences can be made:

1. Residential growth should be well-planned and located in appropriate residential areas that share similar qualities and characteristics of other residential neighbourhoods;
2. Commercial uses that are typically found within the downtown area should be maintained in the Downtown and should not be permitted to be located in other areas of Smithville to create a prime retail area and to support the Downtown as being the commercial hub of the Township. It is important to limit the type of commercial uses in other parts of Smithville to avoid creating adverse impacts on businesses in the Downtown, while at the same time promoting additional

commercial development on lands to improve the tax base and employment opportunities in the community, and to increase the range of services available within the Township; and,

3. Industrial uses should be promoted and protected. Industrial type development on lands designated for such purposes improves the tax base of the community and provides additional employment opportunities. It is important that these activities do not interfere with the health and enjoyment of residents in the Township.

## Residential

Section 5 of the Official Plan speaks to the Growth Management Strategy of the Township. The Settlement boundaries are intended to accommodate projected growth and employment needs of the Township for the 20-year time frame of the Official Plan. According to Policy 5.5 b), "New and updated secondary plans shall identify additional opportunities for infill with appropriate compatibility criteria. Such policies shall ensure that infill and intensification is in keeping with the physical character of those neighbourhoods.

Section 6.1 of the Official Plan speaks to the general policies of residential areas. The Township intends to protect and enhance the existing character of Smithville while, at the same time, permitting some forms of new development that is compatible with the existing areas and can improve the quality of life of existing and future residents of West Lincoln.

## Employment

Section 6.10.4 of the Official Plan provides the applicable Employment Area policies.

Policy 6.10.4 c) states that:

*"Employment building shall be setback from existing residential dwellings where determined necessary to meet the minimum distance requirements set out in Ministry of Environment (MOE) guidelines. Buffers, plantings, berming or fencing adjacent to residential areas shall be required."*

As mentioned previously, the Ministry of Environment, Conservation, and Parks provides their D-6 compatibility guidelines that prescribe specific setback requirements that are required between sensitive land uses such as residential development and industrial buildings. The Township's Official Plan intends to meet those requirements when planning any development in proximity to industrial areas.

Policy 6.10.4 J) states that:

*"The Township shall undertake an economic development strategy aimed at; targeting higher density employment uses, exploring the possibility of expanding the permitted uses to include industrial service uses and ancillary service and commercial uses, examining the feasibility of servicing employment areas with appropriate technology and services, and reviewing land use and zoning regulations for appropriate lot coverage and setback requirements to encourage intensification."*

Policy 6.10.4 k) states that the conversion of employment lands to non-employment area designations shall only be considered through a municipal comprehensive review where the following is demonstrated:


- i. The land is not required for employment purposes over the long term;



- ii. There is a greater need for the conversion to the non-employment use;
- iii. The Township will meet its employment forecasts including the activity rate target established in the Official Plan;
- iv. The conversion will not adversely affect the overall viability of the remaining Employment Area designation;
- v. The conversion will not adversely affect the achievement of other policies of this Plan including the minimum density in designated greenfield areas and the intensification targets of this Plan;
- vi. No land use conflicts are created and provincial guidelines with respect to noise and air quality can be met; and
- vii. There is existing, or planned infrastructure to accommodate the proposed use.



**Figure 6**  
**Schedule G3:**  
**Employment Areas**  
 ROPA 16 Draft, January 2020

**Legend**

 Secondary Plan Area Boundary

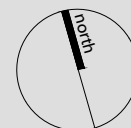
-  EMPLOYMENT AREA
-  URBAN AREA
-  GREENBELT PLAN AREA
-  REGIONAL ROAD
-  RAILWAY (ACTIVE)

**DATE:** May 13, 2020

**SCALE:** 1:20,000

**FILE:** 08234W

**DRN:** JB



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# 4.0 Assessment of Alternative Land Use Scenarios

In general, there are three broad land-use scenarios or options that could be considered for the Spring Creek Heights Secondary Plan. The three land-use scenarios are as follows:

1. **The “No Change” Scenario:** In this scenario, there would be no change to the existing policies and permissions of the Spring Creek Heights Secondary Plan. There would be no proposed amendments, and the uses outlined in the land use map for the Secondary Plan areas would continue.
2. **Moderate Modifications:** This scenario would broaden the list of permitted uses within the subject lands to include typical uses found within the Service Commercial – Highway designation, as well as would introduce certain recreational/open space uses.
3. **Significant Modifications:** This scenario would propose to introduce residential use permissions in place of the existing restricted employment area permissions.

## 4.1 Scenario 1: “No change”

The first scenario is a "No Change" scenario. This scenario would result in there being no recommended amendments to the existing Spring Creek Heights Secondary Plan. The land use map currently approved for the Secondary Plan would not be adjusted, and there would be no changes to the existing policies and permissions associated with the lands within the Spring Creek Heights Secondary Plan Area.

This scenario would not broaden the permitted land use within the secondary plan area, and therefore the lands might continue to remain undeveloped for the short or possibly long term. This option would not introduce any new potential impacts on surrounding lands. In particular, there would be no new sensitive land uses that might impact on the adjacent Smithville Industrial Park.

## 4.2 Scenario 2: Moderate Modifications to Existing Spring Creek Heights Secondary Plan Permissions

The second land-use scenario involves the implementation of moderate modifications to the existing Spring Creek Secondary Plan to introduce non-sensitive land uses such as service commercial, recreational and open space uses into the Restricted Employment designation. By broadening the list of permitted uses, the potential for the development of the vacant land increases as new permitted uses may encourage the development of the land that has always remained undeveloped. Although this land-use scenario does not guarantee the immediate development of the lands, it promotes its development by providing more options for current or future landowners.

Given the proximity of the lands to existing employment and residential areas, there may be an opportunity to introduce commercial uses that are not generally found in the downtown area of Smithville and rely on vehicular traffic for their economic existence and relatively larger land areas. Additionally, permitting additional service commercial uses within the Smithville Urban Area will introduce a broader range of services to the residents of the Township and will help improve the tax base and employment opportunities in the community.

This option would not see additional sensitive land uses being introduced into the Secondary Plan area. As a result, there would be added conflict between the uses within the Secondary Plan Area and the Smithville Industrial Park.

## 4.3 Scenario 3: Significant Modifications to Existing Spring Creek Heights Secondary Plan Permissions

The final land use scenario would require significant modifications to both the Spring Creek Heights Secondary Plan permissions, as well as to the permissions of the Smithville Industrial Park lands. This scenario considers the conversion of the vacant "Restricted Employment Area" designation within the Spring Creek Heights Secondary Plan to a residential designation. This scenario would result in the removal of the existing employment area permissions, except for the Turkstra industry lands that are already developed at the south west corner of the subject lands, and the lands immediately adjacent to the Turkstra industry lands on its eastern side as these lands are proposed to be designated as a Regional Employment Area through ROPA 16.

This land-use scenario would allow the remaining lands of the Secondary Plan area to develop to residential uses. However, given the proximity to the Smithville Industrial Park to the east, the new residential development would not meet required setback distances between sensitive land uses and industrial uses. This may result in some negative impacts to future residents such as noise, odour, or vibration. Development of residential uses could limit expansion of existing businesses and industry within the Smithville Industrial Park.

## 4.4 Evaluation of Land Use Scenarios

To complete the evaluation of each scenario and to produce a final recommendation for the future policy changes to the Spring Creek Heights Secondary Plan, the following criteria were used:

1. **Compliance with the Province's compatibility guidelines:** This criteria is used to evaluate the ability for land uses to comply with the compatibility setback distances from surrounding uses.
2. **Compatibility with Smithville Industrial Park:** This indicator evaluates the ability for land uses to exist without impacting the ability for employment businesses to operate normally.
3. **Supports Downtown as the Central Commercial Hub:** This indicator evaluates the proposed land use scenarios on the ability to maintain the Downtown as the central retail area of the Urban Area as required by Policy 3.4 c) of the Township Official Plan.

4. Increased Impacts Due to Traffic: This indicator evaluates the potential traffic impacts that may result from the implementation of each land use scenario.
5. Protection of Employment Areas: This indicator evaluates how the land use scenarios comply with existing provincial and local policy that seeks to protect Employment Areas and uses within the Township.
6. Increased Development Potential: This indicator evaluates how the land use scenarios would promote and encourage the development of the vacant subject lands.

The following table evaluates each of the above criteria against the three chosen land-use scenarios. For each criterion, a rating between 1 and 3 has been applied to each scenario. A rating was established where 1 represents "Poor compliance", 2 represents "fair to average compliance", and 3 represents "good compliance".

Criteria	Scenario 1 – No Change	Scenario 2 – Moderate modifications	Scenario 3 – Significant modifications
Compliance with the <b>Province's</b> compatibility guidelines	Yes. The vacant Secondary Plan Area lands are primarily designated "Restricted Employment Area". The permitted uses of the "Restricted Employment Area" designation are compatible with the surrounding uses and comply with the D6 compatibility guidelines.	Yes. The introduction of additional service commercial, recreational and open space land uses are compatible with the existing surrounding uses and would comply with the minimum setback distances of the D-6 Compatibility Guidelines.	No. The change of land use permissions to allow for sensitive land uses (i.e., residential or institutional development) would not be compatible with the D-6 Compatibility Guidelines as the sensitive land uses would be within the required setback distances.
RATING	3	3	1
Compatibility with Smithville Industrial Park	Yes. Current land use permissions provide for employment type uses that are compatible and are supportive of the existing industrial businesses adjacent to the subject lands.	Yes. This scenario proposes the amendment of the existing "Employment Area" policies with additional permitted commercial and employment land uses that are considered to be compatible with industrial Class 2 and Class 3 uses.	No. Sensitive land uses on the undeveloped employment lands would result in incompatible uses being located within the required minimum separation distance from industrial industries. This could likely result in potential adverse impacts on sensitive land uses.
RATING	3	3	1

Supports Downtown as the Central Commercial Hub	Yes. There would be no change in impact on the Downtown.	Maybe. Future development on the subject lands for service commercial uses would not necessarily adversely impact the businesses located in the Downtown, provided the range of commercial and retail uses are limited.	Yes. If the land use permissions are changed only to accommodate residential development, there would be no conflict with the downtown commercial businesses.
Rating	3	2	3
Increased Impacts due to Traffic	Somewhat. The development of the lands to medium density residential and employment uses would increase traffic somewhat. The permitted employment uses may result in some increased truck traffic and late night traffic.	Somewhat. This scenario would result in some increased traffic. There may be fewer residential uses than Scenario One and therefore, less truck traffic and less late night traffic.	Yes. The introduction of residential uses would result in increased traffic from the additional population in the area at peak times.
Rating	3	3	1
Protection of Employment Areas	Yes. The "Restricted Employment Area" permissions that are presently applied to the lands would be maintained and, therefore, is consistent with the applicable policies that seek to protect Employment Areas.	Yes. If no sensitive uses are introduced onto the subject lands, there would be no impact on the adjacent Smithville Industrial Park.	No. The change in land use permissions to allow for sensitive land uses could impact the ability of existing businesses to expand and may restrict new Class II or Class III industries from locating in Smithville Industrial Park.
Rating	3	3	1

Increase Development Potential	No. The "No Change" land-use scenario would maintain the same policies of the "Employment Area" designation and would not recommend any amendments. As a result, the potential to increase development potential on the lands would not change.	Maybe. The "moderate modifications" land-use scenario maintains the same permissions that presently exist on the vacant subject lands and adds some service commercial type uses as described in Section 4.2 of this Report. The addition of a broader range of uses within the same designation may spur more development.	Yes. The "significant modifications" land-use scenario would amend the existing policy by replacing it with permissions for residential development, which would result in development in the short term, given the limited supply of residential land in the Township.
Rating	1	2	3
TOTAL	16	16	10

#### 4.4.1 Summary of Evaluation

Based on the evaluation above, Scenario 3 is not recommended. Introducing residential or institutional uses on the undeveloped lands would result in conflicts with the adjacent Smithville Industrial Park and would introduce potential for impacts to future residents and homeowners. Land use scenario 2 is similar to the 'No Change' Scenario 1. However, land use scenario 2 provides a wider range of land uses and increases the likelihood that the lands will be developed in the short term. Land Use Scenario 2 is recommended.

# 5.0 Conclusions & Recommended Land Use Scenario

Based on the final evaluation of the three land-use scenarios investigated as part of this report, it was concluded that the most appropriate land use scenario for the subject lands is Land Use Scenario 2, which recommends moderate modifications to the Spring Creek Heights Secondary Plan policy and provides the best balance by minimizing the impacts on the surrounding uses while introducing newly available permitted uses that will favorably increase the potential for the development of the vacant lands.

The preferred land use scenario proposes additional non-sensitive land uses for the subject lands that are compatible with the adjacent Smithville Industrial Park industries and the existing development within the subject lands. To achieve the implementation of Land Use Scenario 2, an amendment to the Spring Creek Heights Secondary Plan would be required.

## 5.1 Official Plan Amendment – Spring Creek Heights Secondary Plan

An Official Plan Amendment ("OPA") to the Township's Official Plan would be required to amend the "Restricted Employment Area" policies of the Spring Creek Heights Secondary Plan to permit the additional service commercial uses. The OPA would propose the following amendments to Policy 6.11.2 d) of the Township of West Lincoln Official Plan:

*Policy 6.11.2 d): Industrial*

*"The area shown as **"Restricted Employment Area"** on Schedule 'E-3' shall be subject to the industrial policies of the West Lincoln Official Plan. Industrial uses which require a railway siding will be encouraged in this area. In addition to the industrial policies of the West Lincoln Official Plan, the following uses will be permitted within the area shown as Restricted Employment Area on **Schedule 'E-3'**:*

- *Automotive related uses, including car wash facilities;*
- *Automobile sales establishments;*
- *Restaurants including drive-thrus;*
- *Commercial recreational facilities;*
- *Health clubs;*
- *Nurseries and garden centres;*

- *Services for the agricultural community;*
- *Financial Institution;*
- *Funeral Home;*
- *Local Convenience/Retail uses.*

*The additional uses listed above will be required to conform to the applicable policies of the Service Commercial – Highway designation within this Official Plan.”*

The above commercial uses have been selected to be added to the list of permitted uses within the "Restricted Employment Area" designation of the Spring Creek Heights Secondary Plan as they are considered to be compatible with Class II and Class III industries located to the east of the subject lands. Additional uses that the Township may seem fit to include as permitted uses could be included as part of the amendment.

## 5.2 Next Steps

The intent of this report was to complete a review of the existing policies and land use permissions that apply to the subject lands and to determine what changes could be implemented to help encourage and promote the development of the lands. A preferred land use option for the subject lands has been selected and recommended to the Township of West Lincoln.

Once Council has approved a final land-use scenario, Township Planning Staff will initiate a Township led Official Plan and Zoning By-law Amendment to amend the existing policies and provisions in place to reflect the land-use scenario approved.

**DATE:** September 14, 2020

**REPORT NO:** PD-112-2020

**SUBJECT:** Technical Report  
Former School Sites Land Use Plan- DRAFT Official Plan and  
Zoning By-Law Amendments

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

**OVERVIEW:**

- This report is prepared for the September 14<sup>th</sup>, 2020 public meeting.
- Planning staff, alongside MHBC Planning staff, held the first Public Information Centre for the two former School Sites and draft Secondary Plan concepts for the properties located at the 186 Margaret Street and 132 College Street on Tuesday November 12<sup>th</sup> 2019, from 6:00pm to 8:00pm.
- Township staff provided a survey sheet for the public at this meeting which was available to be filled in and submitted to staff. Staff received approximately 15 comment sheets, which were reviewed prior to the completion of the consultant's report and creation of the DRAFT Official Plan and Zoning Policies.
- Township staff have now prepared DRAFT Official Plan and Zoning By-Law Policies and held a second open house for St Martins School (186 Margaret Street) on September 1<sup>st</sup> 2020 and for College St School (132 College Street ) on September 3<sup>rd</sup> 2020. These open house meetings were held through a ZOOM webinar.
- At these ZOOM meeting's Township staff prepared a short presentation outlining the policy changes and opened the meeting up to hear any questions or concerns from the public (power point presentation are found at attachment 4).
- Staff did not receive any comment for the policies for 186 Margaret Street. However, we received 2 comments regarding College Street School and the potential for purchasers working together jointly with the irregular parcel which extends south of the property, and concerns regarding the existing infrastructure in the area as well as what the extent of the infrastructure is.
- A full planning review will be completed once all agency comments have been received. At that time, a Recommendation report will be presented to the Planning/Building/Environmental Committee which has evaluated the proposed Official Plan Amendment and rezoning application in relation to all relevant Provincial, Regional and Township policies.

**OVERVIEW CON'T:**

- Following this public meeting, there will be further planning processes which these properties will have to complete which may include plan of Subdivision/condominium, Site Plan Control, and the Township's building permit process.

**RECOMMENDATION:**

1. That, Report No. PD-112-2020, dated September 14<sup>th</sup> 2020, relating to "Former School Sites Land Use Plan - DRAFT Official Plan and Zoning By-Law Amendments" BE RECEIVED, and;
2. That, a recommendation report be submitted to Planning/Building/ Environmental Committee and Council once a full staff and agency review has been completed.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

In 2019, Township planning staff along with Committee and Council had previously agreed to lead a planning process for the school site's located at 186 Margaret Street and 132 College Street. The Township is nearing the completion of this land use planning process for each of these sites with the help of a consulting team.

In order to ensure that this occurs, Township Council passed an interim control by-law (By-law 2019-57) on June 24<sup>th</sup>, 2019. Prior to repeal (or expiry) of the interim control by-law, which will occur in October 2020, an official plan amendment and rezoning of the lands are required in order to implement new land use plans and permit future development of each site.

The purpose of this report is to provide background information to Council with respect to the DRAFT Secondary Plan/land use policies for the two former school sites and their Official Plan amendments and zoning by-law amendments created by Staff as well as comments that were received by the public throughout the public consultation periods.

**CURRENT SITUATION:**

As outlined above, new land use designations and zonings should be approved to replace the current institutional designation and zoning that exists on both of the subject school sites located at 186 Margaret Street and 132 College Street. Township staff have now held two public meetings for each of these school sites. The first PIC was held in November 2019 and the second PIC/Open House was held on September 1<sup>st</sup> and 3<sup>rd</sup> 2020.

All planning applications are to be consistent with the PPS. The draft policies for the former school sites are to be consistent with the PPS and they must:

- Promote an efficient land use pattern.
  - Accommodate an appropriate range and mix of residential, and employment uses.
  - Avoid a land use pattern which may cause environmental or public health and safety concerns.
  - Promote cost-effective development standards.
  - Contribute to the mix of housing types and densities available in the Township.
  - Constitute development within a settlement area.
  - minimize land consumption and servicing costs.
  - represent development in a designated growth area that is adjacent to the existing built up area and features compact form, a mix of uses and densities;
  - will be serviced by full municipal services (sanitary sewer and water)
  - make appropriate use of the existing infrastructure;
  - are appropriate for the infrastructure available;
  - will contribute to the ability to accommodate residential growth for 10 years;
  - protect and preserve employment areas for current and future uses;
  - provide a safe and energy efficient transportation system to facilitate the movement of people and goods;
  - provide a land use pattern that contributes to the minimization of the length and number of vehicle trips;
  - require an environmental impact study to ensure there will be no negative impacts within an identified natural heritage feature; and
  - optimize the use of existing infrastructure and public service facilities.

Planning staff feel that the proposed development concepts and the draft policies are consistent with the PPS. A full review will be contained in the recommendation report.

### **Provincial Growth Plan**

Applications filed after June 16, 2006 must conform to the P2G. The draft policies must conform to the P2G and therefore must:

- promote compact form;
  - support a strong and competitive economy;
  - will optimize the use of existing and new infrastructure to support growth;
  - represent a mixed-use development;
  - contribute to the availability of sufficient land for employment to accommodate forecasted growth to support the GGH's economic competitiveness;
  - encourage the development of the Urban Area of Smithville as a complete community;
  - provide a mix of employment and residential land uses;
  - represent growth in an urban area/settlement area (Smithville);
  - optimize the use of existing infrastructure for compact communities;
  - contribute towards a mix of housing types for the urban area of Smithville;
  - contribute to meeting the upper-tier municipal target of a minimum of 50 residents and jobs per hectare.

Based on the above, planning staff considers the proposed concepts and draft policies to conform to the P2G. A full policy review will be found in the recommendation report.

### **Regional Policy Plan (RPP)**

The RPP outlines the Region of Niagara's policies for development within the Region. The subject land is within the Urban Area of Smithville as noted in the Region's Urban Area map. The proposed amendments to the Township's Official Plan and Zoning By-Law must conform to the RPP and shall;

- contribute to the provision of a variety of housing in the Urban Area of Smithville;
- contribute to the attraction of more employment in the Urban Area of Smithville
- relate employment to residential lands to discourage commuting;
- promote urban development south of the Niagara Escarpment;
- contribute to a sufficient supply of housing;
- provide for protection of an Environmental Core Area; and
- take into account the availability of suitable Regional transportation systems.

Given the above, planning staff concludes that the proposed concepts and draft policies generally conform to the RPP. A full policy review will be contained in the recommendation report.

### **Township of West Lincoln Official Plan**

The current Township of West Lincoln Official Plan will be required to be amended to permit the development of higher density residential development on the subject lands. The subject land on both school sites are currently designated institutional in the Official Plan. The Township owned parcel of land is designated high Density Residential. The proposed high density residential designation permits townhomes, triplexes, semidetached dwellings and apartment and condominium buildings.

The Township are requiring a minimum of 3 storeys for the Township owned parcel.

A number of principles have to be considered as part of the planning exercise for these properties.

- Infill and Intensification must achieve a minimum number of units per hectare at appropriate densities to suit the community (policy 2.2.2).
- A minimum percent of all new development must occur within the built boundary in order to meet provincial standards. Our target was 15% under the 2031 growth targets. The 2041 target will be set as part of the current Municipal Community Planning process (policy 4.C), but will not be less than 15%.
- Growth beyond the current urban boundary can occur but must be in tandem with infill and intensification development (policy 4.D).
- Development on vacant lots is most likely to be the cheapest development which can generally take advantage of existing sewage, water and transportation services (policy 4.C).

## Township of West Lincoln Zoning By-Law (ZBL)

The subject properties are both zoned Institutional (I) in the Township's Zoning By-Law. The Zoning changes are proposing to re-zone the former St Martins School lands to RM3 (Residential Medium Density) from I (Institutional). The Township's zoning by-law permits apartment dwellings, fourplex dwellings, semi-detached dwellings, stacked townhouse dwellings, street townhouse dwellings, and triplex dwellings in the RM3 zone.

The Township owned lands that are included in this land use review are proposed to be re-zoned from RM2 (Residential Medium Density – Type 2) to RH (Residential High Density).

The College Street School property is currently zoned (I) Institutional, with the east portion of the property zoned (EC) Environmental Conservation and the southern portion of the adjoining lands zoned (RM2) Residential Medium Density. The proposed re-zoning of these lands will be to RM3-194 which is a Residential Medium Density zone with a site specific exception which permits commercial uses on the ground floors which may include dry cleaning, laundry depot, day care, office, including a medical office, personal service shop, restaurant, retail store, service shop, studio and veterinary clinic. The lots fronting onto Morgan Avenue will be rezoned to RM2 (Residential Medium Density) to blend with the existing homes along Morgan Avenue. The Township's zoning by-law permits apartment dwellings, fourplex dwellings, semi-detached dwellings, stacked townhouse dwellings, street townhouse dwellings, and triplex dwellings in the RM3 zone. The RM2 zone permits duplex dwellings, fourplex dwellings, semi-detached dwellings, street townhouse dwellings, townhouse dwellings, and triplex dwellings.

Uses	Zones where Permitted											
Principal Uses												
Apartment dwelling											RM3	RH
Duplex dwelling										RM2		
Fourplex dwelling										RM2	RM3	
Retirement home												RH
Semi-detached dwelling							R2	R3	RM1	RM2	RM3	
Single detached dwelling	RuR	R1A	R1B	R1C	R1D	R2	R3					
Stacked townhouse dwelling											RM3	
Street townhouse dwelling									RM1	RM2	RM3	
Townhouse dwelling										RM2	RM3	
Triplex dwelling										RM2	RM3	
Accessory Uses <sup>(1)</sup>												
Accessory buildings or structures and accessory uses (see s. 3.1)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>	R2 <sup>(1)</sup>	R3 <sup>(1)</sup>	RM1 <sup>(1)</sup>	RM2 <sup>(1)</sup>	RM3 <sup>(1)</sup>		RH <sup>(1)</sup>
Accessory dwelling unit (see s. 3.2)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>	R2 <sup>(1)</sup>	R3 <sup>(1)</sup>					
Bed and breakfast establishment (see s. 3.4)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>							

67

The overall size of the St Martins site is approximately 1.264 hectares (3.12 acres) and Township owned site is approximately 0.719 hectares (1.78 acres). The gross density

of these lands should be a minimum of 40 units per hectare which would be approximately 51 units for the former St. Martins School site (the MHBC infill report projects 90 units to meet infill targets) and 29 units for the Township owned site (the MHBC infill report projects 69 units to meet infill targets).

The overall site size for College Street School site is approximately 1.60 hectares (3.95 acres). The gross density of the College Street School site should be a minimum of 40 units per hectare, which would be approximately 64 units on this site (the MHBC infill report projects 102 units to meet infill targets).

Given the above, planning staff concludes that the proposed concepts and draft policies are suitable for the Township of West Lincoln and that a future recommendation report be prepared to discuss these draft amendments more extensively.

**FINANCIAL IMPLICATIONS:**

Not applicable to this report.

**INTER-DEPARTMENTAL, AGENCY AND PUBLIC COMMENTS**

Township Planning, Public Works, the Niagara Region, and the Niagara Peninsula Conservation Authority have been involved throughout this work and have been circulated the DRAFT Policies.

The Niagara Region has informed planning staff that they will have comments on these proposals and if provided in time, Township staff might be able to read them into the record at the September 14<sup>th</sup> public meeting.

There were two public comments received at the College Street open house which was held on September 3<sup>rd</sup> 2020. These comments included concerns about the existing infrastructure around College Street School and if it would be able to accommodate the proposed high density volume of people. There were also discussions of a proposed trail network to connect St Catharine's street to the development and the possibility of the purchasers of each parcel working jointly.

**CONCLUSION:**

This report is written to inform the Committee that draft Official Plan Amendments and draft zoning regulations have now been prepared for the subject lands located at 132 College Street and 186 Margaret Street and that the public consultation process is nearing an end.

At this time the two properties are still under an Interim Control By-Law which expires in October of 2020. Staff intend to prepare a recommendation report as quickly as possible so that a decision can be made by the appropriate approval authority so that the final approval of this amendment will take place within the appropriate timeframe.

A full planning review will be completed once all agency comments have been received. At that time, a Recommendation report will be presented to the

Planning/Building/Environmental Committee which has evaluated the proposed Official Plan Amendment and rezoning applications in relation to all relevant Provincial, Regional and Township policies.

Attachments

1. DRAFT OPA and ZBL St. Martins
2. DRAFT OPA and ZBL College Street
3. Transportation Impact Briefs
4. September 1<sup>st</sup> & 3<sup>rd</sup> Open House Presentations

**Prepared & Submitted by:**



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**Madyson Etzl,  
Planner II**

**Approved by:**



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**Brian Treble,  
Director of Planning and Building**



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**Bev Hendry, CAO**

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

**BY-LAW 2020-XX**

**BEING A BY-LAW TO ADOPT AMENDMENT NO. 53 (RE-  
DESIGNATION OF FORMER ST. MARTINS SCHOOL SITE AND  
ADJACENT TOWNSHIP OWNED PROPERTY) TO THE  
OFFICIAL PLAN FOR THE TOWNSHIP OF WEST LINCOLN**

The Council of the Corporation of the Township of West Lincoln in accordance with the provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. THAT, Amendment No. 53 (Re-designation of Former St. Martins School Site and Adjacent Township Owned Property) to the Official Plan for the Township of West Lincoln, attached hereto, is hereby adopted and implemented as detailed in Schedule 'A'.
2. THAT, staff be directed to circulate a Notice of Decision in accordance with the Planning Act, 1990, as amended based on a Regional Municipality of Niagara exemption.
3. AND THAT, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX DAY OF \_\_\_\_\_, 2020.**

\_\_\_\_\_  
**DAVE BYLSMA, MAYOR**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**

**AMENDMENT NUMBER 53  
TO THE  
OFFICIAL PLAN  
OF THE  
TOWNSHIP OF WEST LINCOLN**

DRAFT

**AMENDMENT NUMBER 53**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

**PART 1 – THE PREAMBLE**

**1.1    TITLE**

This Amendment when adopted by Council shall be known as Amendment Number 53 to the Official Plan of the Township of West Lincoln.

**1.2    COMPONENTS**

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

**1.3    PURPOSE**

The purpose of this Amendment is to provide the best and most efficient use for the former St. Martin's School Site, located at 186 Margaret Street and the adjacent Township Owned Parcel.

**1.4    BASIS OF THE AMENDMENT**

The Township of West Lincoln is proposing to amend the Official Plan to re-designate the subject lands and provide for a site specific policy to permit for a minimum height of 3 storeys and a maximum height of 6 storeys on the Township Owned Parcel (Smits Cove/McMurchie Lane).

**1.5    APPENDICES**

The following items are considered appendices to this amendment:

- Staff Info Reports
- Technical Report PD-112-20
- Recommendation Report PD-XXX-20
- MHBC Planning Report
- Crozier Transportation Analysis

## **PART 2 – THE AMENDMENT**

### **2.1 PREAMBLE**

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text and mapping changes constitutes Amendment No. 53 to the Official Plan of the Township of West Lincoln.

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

2.2.1 The text of the Township of West Lincoln Official Plan is hereby amended by adding in Section 6.11 Site Specific Policy Provisions, and renumbering the following sections accordingly, as follows:

#### **6.11 Site Specific Policy Provisions**

##### **6.11.2 Smit's Cove/McMurchie Lane**

a) Building heights shall not be less than 3 storeys nor exceed 6 storeys.

### **2.3 LOCATION MAP**

Schedule "A" of this amendment illustrates the location of this amendment.

Land Use Plan B-5 is hereby amended by changing the designation of 186 Margaret Street from Institutional to a High Density Residential designation and the Township owned parcel from a High Density Residential designation to a High Density Residential designation with Special Policy 6.11.2 as illustrated in the attached drawing in Schedule A.

### **2.4 IMPLEMENTATION**

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk's department by the decision of Regional Council to approve, modify and approve, or deny.

Should the final approval be delegated to the Township, this amendment will be implemented through notification of the Township Clerk's department of decision to approve, modify and approve, or deny.

If no appeals are received within the appeal period, the amendment will be in full force and effect as approved by the appropriate Council.

### **3.0 APPENDICES**

- Staff Info Reports
- Technical Report PD-112-20
- Recommendation Report PD-XXX-20
- MHBC Planning Report
- Crozier Transportation Analysis

DRAFT

**AMENDMENT NUMBER 53**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

Official Plan Amendment Number 53 was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2020-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, amendments made thereto on the XX day of XX, 2020

\_\_\_\_\_  
Joanne Scime, Clerk

\_\_\_\_\_  
Mayor Dave Bylsma

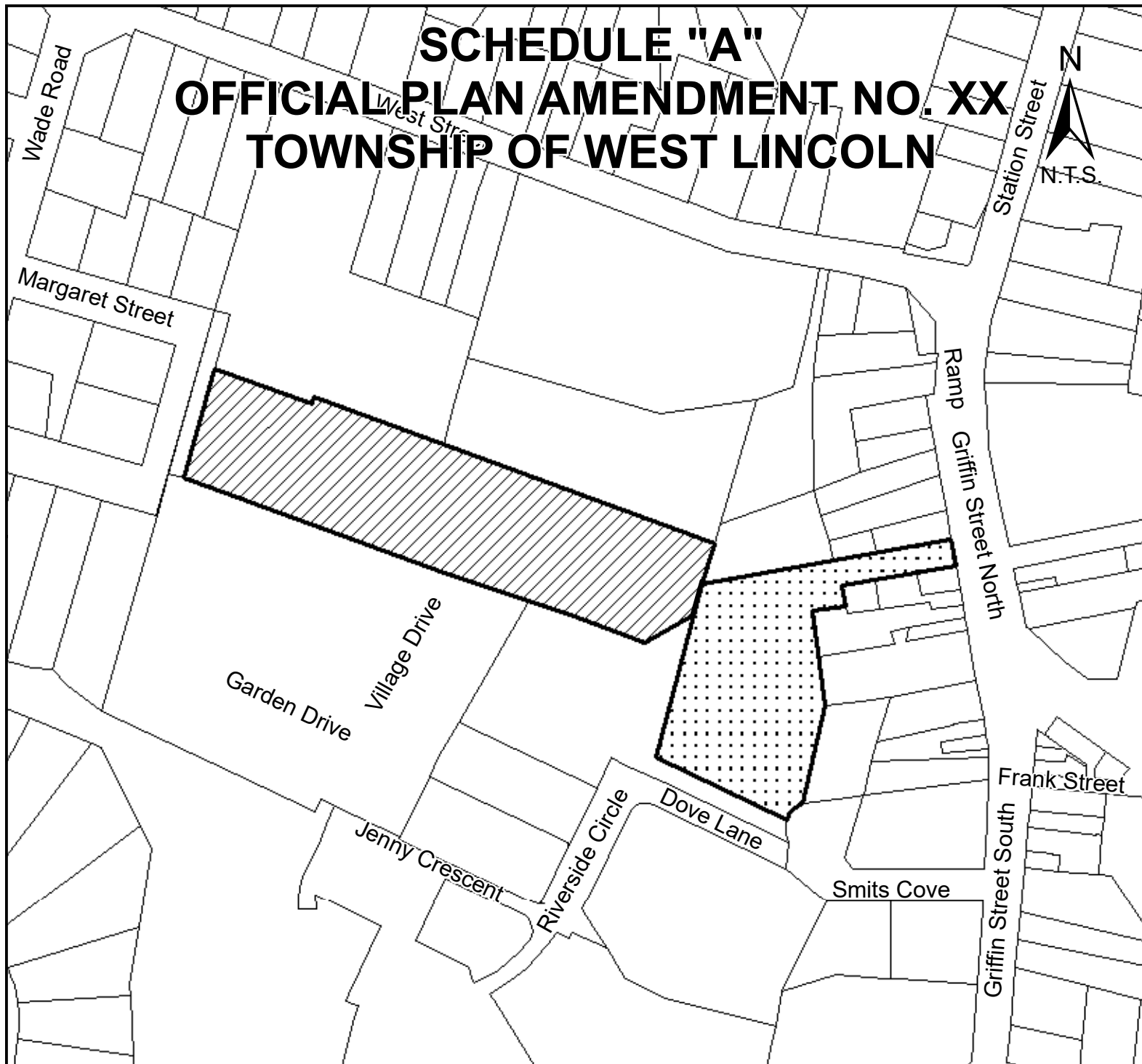
I, Joanne Scime, the Clerk of the Corporation of the Township of West Lincoln, hereby certify that the requirements for the giving of Notice, and the holding of at least one Public Meeting as set out in Section 17(22) of the Planning Act, R.S.O. 1990 have been complied with for Official Plan Amendment Number 55.

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Joanne Scime, Clerk

DRAFT

# SCHEDULE "A" OFFICIAL PLAN AMENDMENT NO. XX TOWNSHIP OF WEST LINCOLN



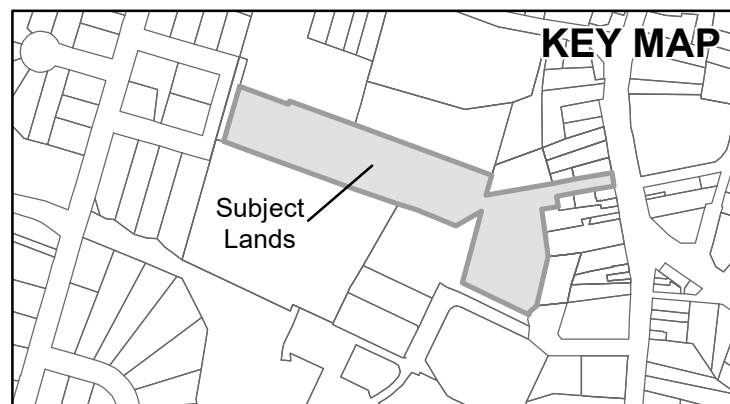
## Legend

 Property Lines

## Designation Changes

 Institutional to High Density Residential

 High Density Residential to High Density Residential with Special Policy 6.11.2



This is Schedule 'A' to OPA #53 (As implemented by By-law 2020-\_\_\_ passed on this \_\_\_ day of \_\_\_, 2020).

**September 2020**

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

## **BY-LAW 2020-XX**

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

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

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

1. THAT Schedule 'A' Map 'S5' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M92, Pt of Lot 40, Township of West Lincoln, municipally known as 186 Margaret Street and Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln and shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to Residential Medium Density – Type 3 'RM3' zone.
3. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential Medium Density – Type 2 'RM2' zone to a Residential High Density zone with a site specific exception 'RH-XXX' zone.
4. THAT Section 6 of Zoning By-law 2017-70, as amended, is hereby further amended by adding the following to Section 13.2:  
    RH-XXX:  
        Permitted Uses:  
            As per the parent zone.  
        Regulations:  
            As per the parent zone, plus:  
            Minimum height = 9m  
            Maximum height = 18m
5. THAT, all other provisions of By-law 2017-70 continue to apply.
6. AND THAT, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
27<sup>th</sup> DAY OF JULY, 2020.**

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**DAVE BYLSMA, MAYOR**

---

**JOANNE SCIME, CLERK**

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2020-XX**

### **Location:**

This By-law involves a parcel of land legally known as Plan M92, Pt of Lot 40, Township of West Lincoln, municipally known as 186 Margaret Street and Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln.

### **Purpose & Effect:**

186 Margaret Street was zoned Institutional 'I'. The proposed rezoning for these lands changes the zoning to a Residential Medium Density – Type 3 'RM3' Zone with no site specific provisions.

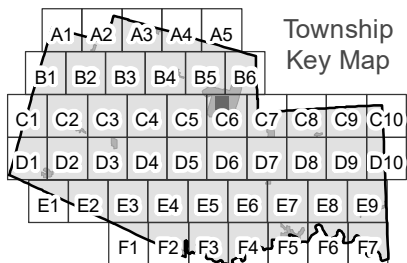
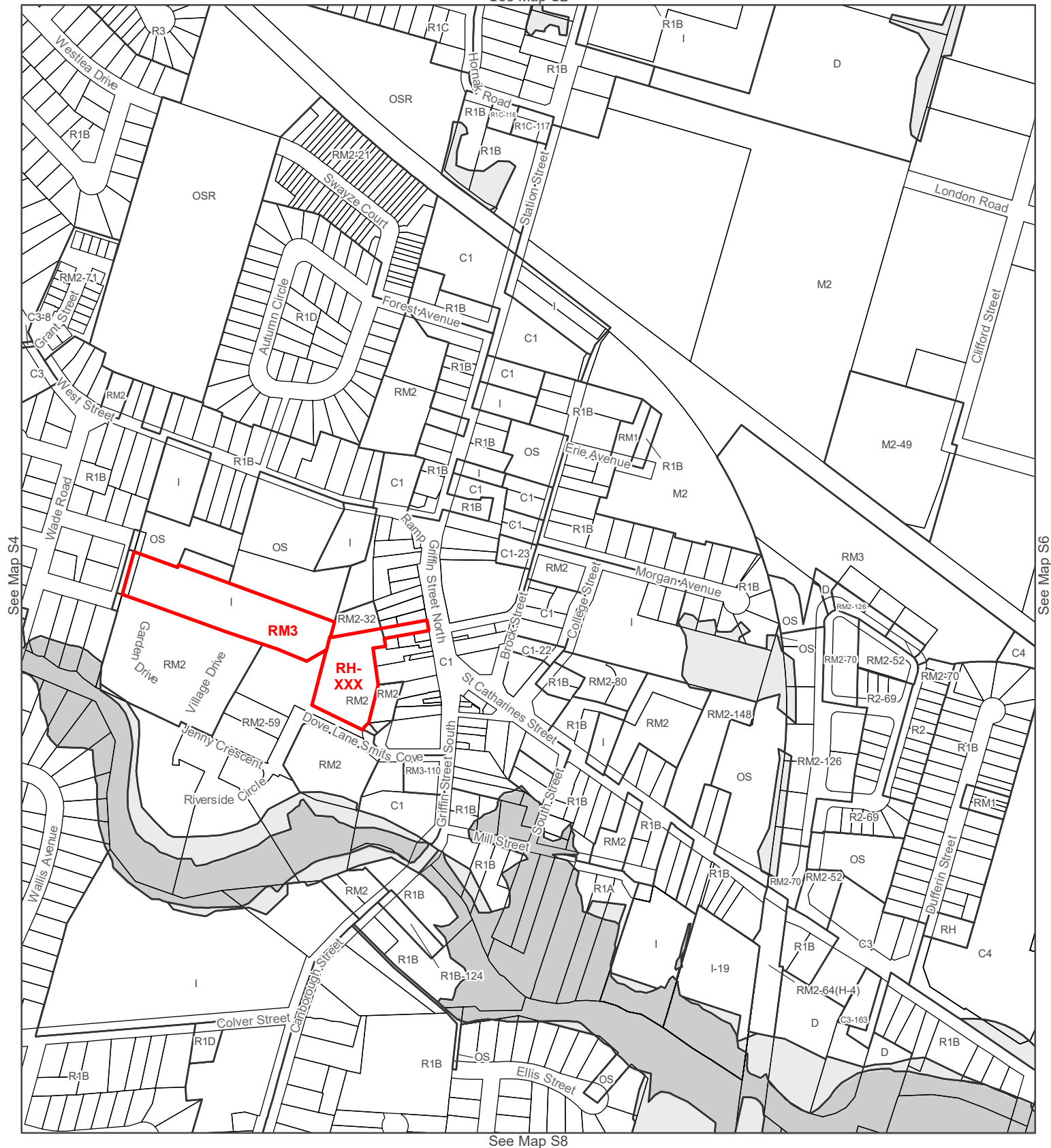
Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln being another parcel of the subject lands was zoned Residential Medium Density – Type 2 'RM2'. The rezoning for these lands rezoned the subject lands to a Residential Medium Density – Type 3 'RM3-195' Zone with a site specific exception to permit for a minimum height of 9m and a maximum height of 18m. This would enable up to a 6 storey apartment building to be constructed.

### **Public Consultation:**

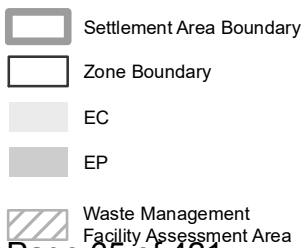
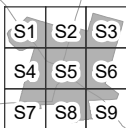
The Public Meeting was held on September 14<sup>th</sup>, 2020. Two Public Information Centres/Open Houses were also held. The Township received verbal and written comments from XX neighbour(s) regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-005-20

Applicants: Township of West Lincoln



Smithville Key Map



# Township of West Lincoln

## Schedule A

### Zoning By-law No. 2017-70

Map  
**S5**

1:6,000

0 150 m

Last Updated: July 2019

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

**BY-LAW 2020-XX**

**BEING A BY-LAW TO ADOPT AMENDMENT NO. 54 (RE-DESIGNATION OF FORMER COLLEGE STREET SCHOOL SITE) TO THE OFFICIAL PLAN FOR THE TOWNSHIP OF WEST LINCOLN**

The Council of the Corporation of the Township of West Lincoln in accordance with the provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. THAT, Amendment No. 54 (Re-designation of Former College Street School Site) to the Official Plan for the Township of West Lincoln, attached hereto, is hereby adopted and implemented as detailed in Schedule 'A'.
2. THAT, staff be directed to circulate a Notice of Decision in accordance with the Planning Act, 1990, as amended based on a Regional Municipality of Niagara exemption.
3. AND THAT, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX DAY OF \_\_\_\_\_, 2020.**

\_\_\_\_\_  
**DAVE BYLSMA, MAYOR**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**

**AMENDMENT NUMBER 54  
TO THE  
OFFICIAL PLAN  
OF THE  
TOWNSHIP OF WEST LINCOLN**

DRAFT

**AMENDMENT NUMBER 54**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

**PART 1 – THE PREAMBLE**

**1.1    TITLE**

This Amendment when adopted by Council shall be known as Amendment Number 54 to the Official Plan of the Township of West Lincoln.

**1.2    COMPONENTS**

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

**1.3    PURPOSE**

The purpose of this Amendment is to provide the best and most efficient use for the former College Street School, located at 132 College Street and surrounding parcels.

**1.4    BASIS OF THE AMENDMENT**

The Township of West Lincoln is proposing to amend the Official Plan to re-designate the subject lands and provide for a site specific policy to require a minimum density of 40 units per hectare for the site.

**1.5    APPENDICES**

The following items are considered appendices to this amendment:

- Staff Info Reports
- Technical Report PD-112-20
- Recommendation Report PD-XXX-20
- MHBC Planning Report
- Crozier Transportation Analysis

DRAFT

## **PART 2 – THE AMENDMENT**

### **2.1 PREAMBLE**

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text changes constitutes Amendment No. 54 to the Official Plan of the Township of West Lincoln.

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

2.2.1 The text of the Township of West Lincoln Official Plan is hereby amended by adding in Section 6.11 Site Specific Policy Provisions, and renumbering the following sections accordingly, as follows:

#### **6.11 Site Specific Policy Provisions**

##### **6.11.1 College Street Redevelopment & Intensification**

a) That gross density of the High Density Residential designation shall be more than 40 units per hectare.

### **2.3 LOCATION MAP**

Schedule “A” of this amendment illustrates the location of this amendment.

Land Use Plan B-5 is hereby amended by changing the designation of a portion of 132 College Street and neighbouring properties from Institutional to a Medium Residential Area designation and the remainder of 132 College Street and an adjacent property from Institutional and Medium Residential Area to a Residential/Mixed Use Area (Smithville) with Special Policy 6.11.1.

### **2.4 IMPLEMENTATION**

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk’s department by the decision of Regional Council to approve, modify and approve, or deny.

Should the final approval be delegated to the Township, this amendment will be implemented through notification of the Township Clerk’s department of decision to approve, modify and approve, or deny.

If no appeals are received within the appeal period, the amendment will be in full force and effect as approved by the appropriate Council.

### **3.0 APPENDICES**

- Staff Info Reports
- Technical Report PD-112-20
- Recommendation Report PD-XXX-20
- MHBC Planning Report
- Crozier Transportation Analysis

DRAFT

**AMENDMENT NUMBER 54**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

Official Plan Amendment Number 54 was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2020-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, amendments made thereto on the XX day of XX, 2020

\_\_\_\_\_  
Joanne Scime, Clerk

\_\_\_\_\_  
Mayor Dave Bylsma

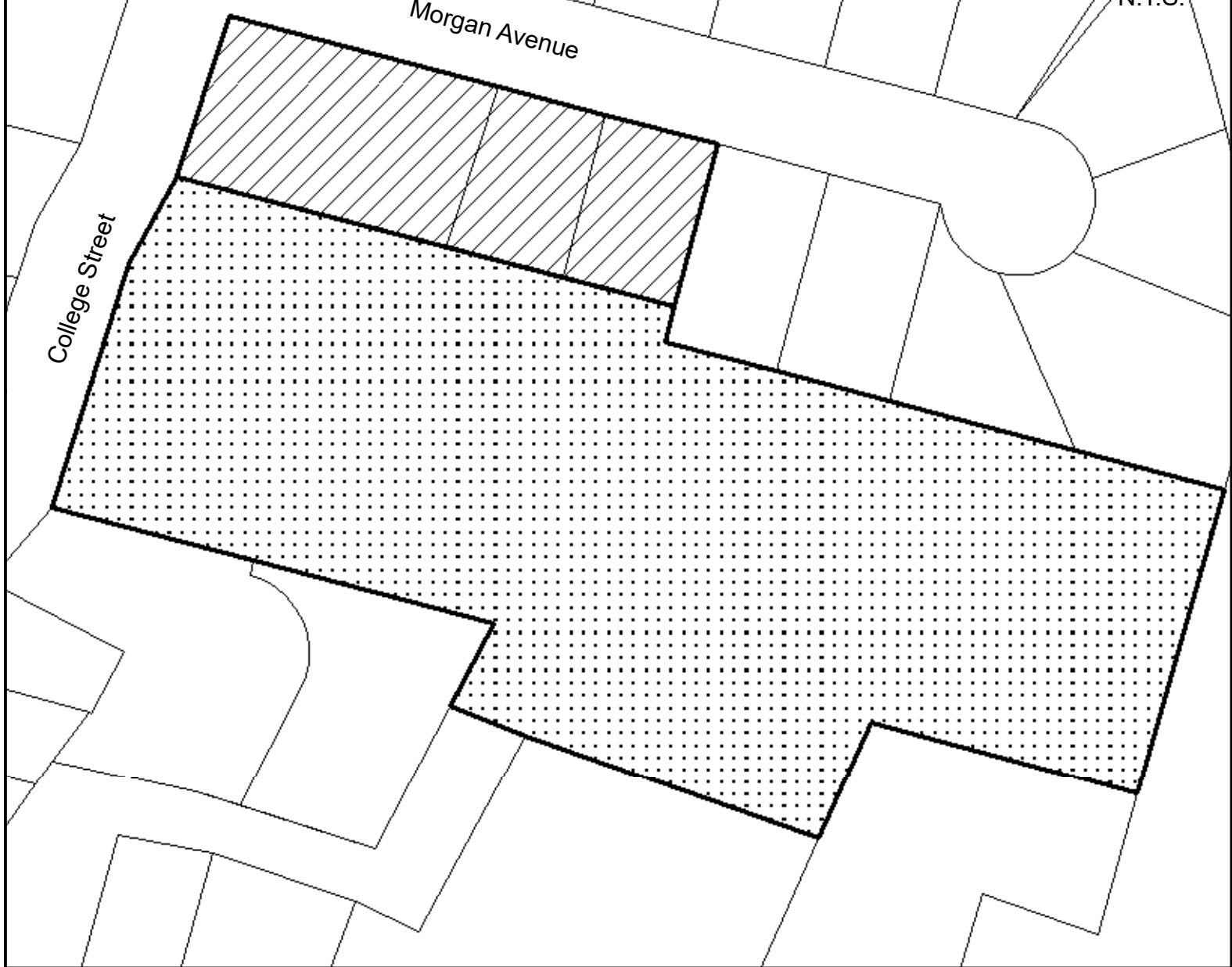
I, Joanne Scime, the Clerk of the Corporation of the Township of West Lincoln, hereby certify that the requirements for the giving of Notice, and the holding of at least one Public Meeting as set out in Section 17(22) of the Planning Act, R.S.O. 1990 have been complied with for Official Plan Amendment Number 55.

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Joanne Scime, Clerk

DRAFT

# SCHEDULE "A" OFFICIAL PLAN AMENDMENT NO. XX TOWNSHIP OF WEST LINCOLN




## Legend

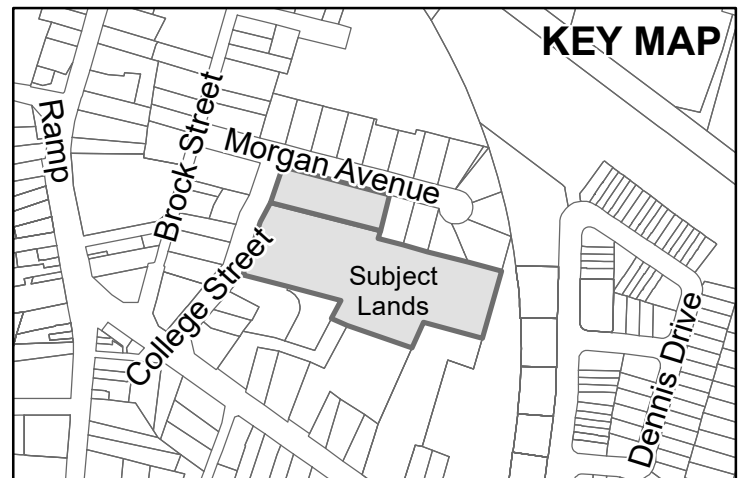
 Property Lines

## OP Re-Designations

 Institutional to Medium Residential Area

 Institutional to Residential/Mixed Use Area (Smithville) with Special Policy 6.11.1

This is Schedule 'A' to OPA #XX (As implemented by By-law 2020-\_\_\_ passed on this \_\_\_ day of \_\_\_, 2020).



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

**BY-LAW 2020-XX**

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

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

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

1. THAT Schedule 'A' Map 'S5' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M90, Lot 31, in the Township of West Lincoln, known municipally as 132 College Street, Plan M90, Lots 29 & 30, Township of West Lincoln, and Plan M90 Pt of Lot 44, Township of West Lincoln, known municipally as 131 St. Catharines Street and shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to Residential Medium Density – Type 2 'RM2' zone.
3. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to a Residential Medium Density – Type 3 zone with a site specific provision 'RM3-XXX.'
4. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential Medium Density – Type 2 'RM2' zone to a Residential Medium Density – Type 3 'RM3' zone.
5. THAT Section 6 of Zoning By-law 2017-70, as amended, is hereby further amended by adding the following to Section 13.2:

RM3-XXX:

Permitted Uses:

As per the parent zone, plus:

On the ground floor: *Dry cleaning/laundry depot, day care, office, including a medical office, personal service shop, restaurant, retail store, service shop, studio, and veterinary clinic.*

Regulations:

As per the parent zone.
6. THAT, all other provisions of By-law 2017-70 continue to apply.
7. AND THAT, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX DAY OF \_\_\_\_\_, 2020.**

\_\_\_\_\_  
**DAVE BYLSMA, MAYOR**

DRAFT

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2020-XX**

### **Location:**

This By-law involves a parcel of land legally known as Plan M90, Lot 31, in the Township of West Lincoln, known municipally as 132 College Street, Plan M90, Lots 29 & 30, Township of West Lincoln, and Plan M90 Pt of Lot 44, Township of West Lincoln, known municipally as 131 St. Catharines Street.

### **Purpose & Effect:**

The lands rezoned to Residential Medium Density – Type 2 ‘RM2’ with no site specific were rezoned from an Institutional ‘I’ zone. This will permit residential development to occur for the portion of the subject lands fronting onto Morgan Avenue.

The lands rezoned to Residential Medium Density – Type 3 ‘RM3-194’ with a site specific to permit for a number of convenient and service commercial uses on the ground floor. These lands were rezoned from an Institutional ‘I’ zone. This will permit for mixed use development by enabling commercial uses to be established on the ground floor with residential uses above.

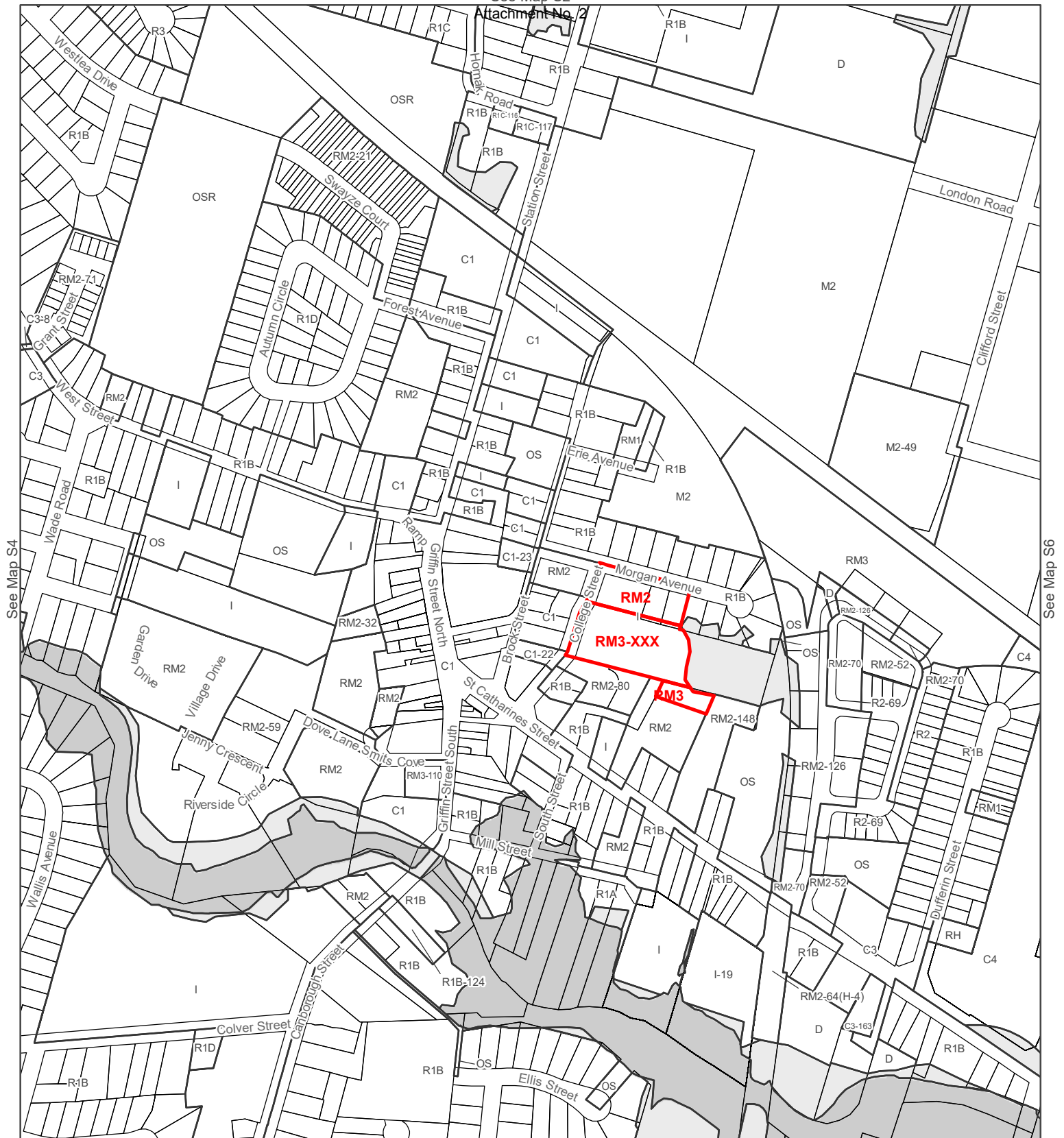
The lands rezoned to Residential Medium Density – Type 3 ‘RM3’ with no site specific were rezoned from a Residential Medium Density – Type 2 ‘RM2’ zone. The RM3 zone will permit a denser form of Townhouses than the RM2 zone and permit apartment buildings.

### **Public Consultation:**

The Public Meeting was held on September 14<sup>th</sup>, 2020. Two Public Information Centres/Open Houses were also held. The Township received verbal and written comments from XX neighbour(s) regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-006-20

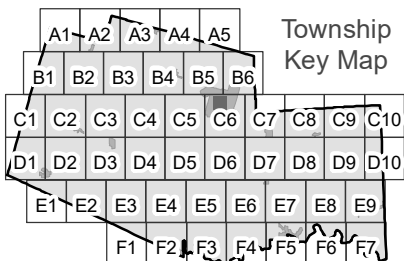
Applicants: Township of West Lincoln



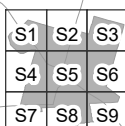
See Map S4

See Map S6

See Map S8



**Smithville Key Map**



- Settlement Area Boundary
- Zone Boundary
- EC
- EP
- Waste Management Facility Assessment Area

**Township of West Lincoln**  
Schedule A  
Zoning By-law No.2017-70

Map  
**S5**

1:6,000  
0 150 m

Last Updated: July 2019

**TRANSPORTATION IMPACT BRIEF**

**186 MARGARET STREET**

**TOWNSHIP OF WEST LINCOLN  
NIAGARA REGION**

**PREPARED FOR:**

**TOWNSHIP OF WEST LINCOLN**

**PREPARED BY:**

**C.F. CROZIER & ASSOCIATES INC.  
2800 HIGH POINT DRIVE, SUITE 100  
MILTON, ON L9T 6P4**

**JULY 2020**

**CFCA FILE NO. 0529-5575**

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



## Attachment No. 3

Township of West Lincoln  
186 Margaret Street

Transportation Impact Brief  
July 2020

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Revision Number	Date	Comments
Rev.1	July 2020	Draft Issued for Client Review

## 1.0 Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by The Township of West Lincoln to undertake a Transportation Impact Brief in support of the planning application for the site located at 186 Margaret Street, and adjacent Township owned lands, in the Town of West Lincoln.

The subject lands cover an area of approximately 1.983 ha and currently consists of St. Martin School. Five 3-storey stacked townhouses for a total of 90 units; one 6-storey apartment building for a total of 69 units are proposed on the site.

Under 2020 existing conditions, all study intersections are expected to operate at a Level of Service "C" or better during the weekday a.m. and p.m. peak hours. The highest average delay of 21.1 seconds during the weekday a.m. peak hour and 22.3 seconds during the p.m. peak hour per vehicle is observed for the intersection of Griffin Street at St Catharines Street. The maximum volume to capacity ratio is 0.84 during the weekday p.m. peak hour for the eastbound movement.

Under future background conditions, the study intersections are projected to operate similarly to existing conditions. The intersections are expected to operate at a Level of Service "D" or better during the weekday a.m. and p.m. peak period.

To forecast the trips generated by the proposed development, the Institute of Transportation Engineers (ITE) 10th edition data was used. The proposed development is expected to generate 68 new vehicular 2-way trips during the morning peak hour (17 trips in / 51 trips out), and 85 new vehicular 2-way trips during the afternoon peak hour (53 trips in / 32 trips out).

Traffic operations at the study intersections after the addition of site traffic is similar when compared to the future background conditions. The study intersections are expected to operate with a level of service D or better with no individual movement operating overcapacity.

The development application can be supported by a traffic operations perspective. The surrounding road network can accommodate the traffic generated from the residential development proposed for 186 Margaret Street.

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## 2.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by The Township of West Lincoln to undertake a Transportation Impact Brief in support of the planning application for the site located at 186 Margaret Street, and adjacent Township owned lands, in the Town of West Lincoln.

## 3.0 Existing Conditions

### 3.1 Development Lands

The subject lands cover an area of approximately 1.983 ha and currently consists of St. Martin School. The subject lands are located in a mixed-use and commercial area. The site is bounded by Smithville United Church Cemetery to the north, Griffin Street to the east, Margaret Street to the west, and residential units to the south. Figure 1 shows the site location.

### 3.2 Boundary Road Network

With skewed directions, the directional orientation of the roadway system is ambiguous. To provide clarity throughout this report and in the supporting analysis, Griffin Street has been assigned a north-south orientation when it intersects with West Street and McMurchie Lane, and an east-west orientation when it intersects with St. Catharines Street.

West Street is an east-west roadway with a two-lane urban cross-section. West Street is under the jurisdiction of the Niagara Region and is classified as a regional road. The roadway has sidewalks available on both sides and has a posted speed limit of 50 km/h throughout the study area.

McMurchie Lane is an east-west laneway with a two-lane cross-section. The laneway currently provides access to commercial buildings adjacent to McMurchie Lane. There are no sidewalks along the laneway.

St. Catharines Street is an east-west regional road with a two-lane cross-section. There are sidewalks present along both sides of the roadway. St Catharines Street has a posted speed limit of 50 km/h

Griffin Street is a regional road with a two-lane cross-section with sidewalks on both sides, Griffin Street is named Station Street North of West Street and Griffin Street North between West Street and St Catharines Street. South of St Catharines Street, the roadway is named Griffin Street.

### 3.3 Traffic Data

Turning movement counts for the intersections Wade Road N at West Street (dated April 10, 2019) and Griffin Street at Griffin Street N/St Catharines Street (dated June 4, 2019) were received from the Region of Niagara. Given the current COVID-19 crisis, any counts done during the pandemic would not be representative of typical conditions. Therefore, an industry-standard growth rate of 2.0% per annum was applied to through volumes on West Street, Griffin Street and Catharines Street to grow the volumes to reflect the 2020 traffic volumes. Traffic along Wade Road, Edward Court, Margaret Street, Garden Drive and Leslie Court was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Traffic. Detailed calculations and traffic data contained in Appendix A provides a summary of the turning movement counts. Refer to Figure 2 for the existing 2020 traffic volumes.

### 3.4 Traffic Modeling

The assessment of intersections is based on the method outlined in the "Highway Capacity Manual, 2010" using Synchro 10 modelling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from "A" to "F". For stop-controlled intersections, a Level of Service "A" or "B" would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service "C" through "F" would typically be measured in the commuter peak hours when higher vehicle volumes cause longer travel times. The Level of Service (LOS) definitions for signalized and un-signalized intersections are included in Appendix B.

Given the modelling limitations in Synchro, the intersection of Griffin Street N/Station Street & West Street is analyzed as a one-way stop control intersection(on West Street), with the northbound and southbound movements along Griffin Street and Station Street operating as free flow.

### 3.5 Intersection Operations

The traffic operations at the study intersection were analyzed based on the traffic volumes recorded in Figure 2. Detailed capacity analyses are included in Appendix C. The signal timings for the intersection of Griffin Street at St Catharines Street was provided by Niagara Region can be found in Appendix A. Table 1 outlines the existing traffic Levels of Service.

**Table 1 Existing Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))	Maximum V/C & V/C Ratio(s) > 0.85 (Approach)
Wade Road N & West Street (Stop Control (NB))	Weekday A.M.	B (13.5 s)	0.10 (NB)
	Weekday P.M.	C (16.1 s)	0.09 (NB)
Griffin Street N/Station Street & West Street(Stop Control (EB))	Weekday A.M.	B (10.6 s)	0.28 (EB)
	Weekday P.M.	C (16.7 s)	0.62 (EB)
Griffin Street N & McMurchie Lane (Stop Control (EB))	Weekday A.M.	B (14.7 s)	0.04 (EB)
	Weekday P.M.	C (18.5 s)	0.03 (EB)
Griffin Street & Griffin Street N/St Catharines St (Signalized)	Weekday A.M.	C (21.1 s)	0.71 (EBT)
	Weekday P.M.	C (22.6 s)	0.84 (EBT)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

As indicated in Table 1, all study intersections are expected to operate at a Level of Service "C" or better during the weekday a.m. and p.m. peak hours. The highest average delay of 21.1 seconds during the weekday a.m. peak hour and 22.3 seconds during the p.m. peak hour per vehicle is observed for the intersection of Griffin Street at St Catharines Street. The maximum volume to capacity ratio is 0.84 during the weekday p.m. peak hour for the eastbound movement. These

metrics indicate that the study intersections are operating efficiently with acceptable delays and reserve capacity to accommodate future increases in traffic volume.

#### **4.0 Development Proposal**

The project proposal is for the development of 186 Margaret Street. The subject lands cover an area of approximately 1.983 ha and currently consists of St. Martin School. The subject lands are located in a mixed-use and commercial area. The site is bounded by Smithville United Church Cemetery to the north, Griffin Street to the east, Margaret Street to the west, and residential units to the south.

As per the proposed concept plan dated January 23, 2020 (Figure 1), the site envisions five 3-storey stacked townhouses for a total of 90 units and one 6-storey apartment building for a total of 69 units.

There is one full movement access provided on Margaret Street and Smits Cove/Dove Lane each and an access onto McMurchie lane, which is recommended to operate as an ingress only access.

#### **5.0 Future Background Conditions**

##### **5.1 Study Horizons**

As per the Niagara Region guidelines for Traffic Impact Study, horizon years corresponding to the date of the study commission, as well as five years from the full build-out year is required. Considering the opening year of 2025, 2025 and 2030 horizon years were selected to assess the full operations of the boundary road network with and without the proposed development.

##### **5.2 Traffic Growth Rates and Background Developments**

Future background traffic volumes for the 2025 and 2030 horizon years consist of the following components:

- Background traffic growth from outside the study area; and,
- Traffic generated within the study area from other proposed developments.

An industry-standard growth rate of two percent was applied to all major movements along the study intersections.

A background development located at 132 College Street has been included as part of the background developments. The development is expected to generate 58 trips in the weekday a.m. peak hour and 70 trips in the weekday p.m. peak hour. 2025 and 2030, background volumes are illustrated in Figures 3 and 4.

##### **5.3 Intersection Operations**

The traffic operations at the study intersections were analyzed under future background conditions. Tables 2 outlines the 2025 and 2030 future background Levels of Service. Signal timings were optimized under future background conditions. Detailed capacity analyses are included in Appendix C.

**Table 2: 2025 and 2030 Future Background Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))		Maximum V/C & V/C Ratio(s) > 0.85 (Approach)	
		2025 Background	2030 Background	2025 Background	2030 Background
Wade Road N & West Street (Stop Control (NB))	Weekday A.M.	B (14.5 s)	C (15.6 s)	0.11 (NB)	0.121 (NB)
	Weekday P.M.	C (17.8 s)	C (19.7 s)	0.10 (NB)	0.37 (NB)
Griffin Street N/Station Street & West Street (Stop Control (EB))	Weekday A.M.	C (18.1 s)	C (23.6 s)	0.40 (EBL)	0.55 (EBL)
	Weekday P.M.	C (20.6 s)	D (27.1 s)	0.65 (EBR)	0.75 (EBR)
Griffin Street N & McMurchie Lane (Stop Control (EB))	Weekday A.M.	C (16.7 s)	C (18.9 s)	0.05 (EB)	0.06 (EB)
	Weekday P.M.	C (23.0 s)	D (27.7 s)	0.03 (EB)	0.04 (EB)
Griffin Street & Griffin Street N/St Catharines St (Signalized)	Weekday A.M.	C (21.1 s)	C (21.1 s)	0.72 (EBT)	0.75 (EBT)
	Weekday P.M.	C (20.2 s)	C (22.1 s)	0.82 (EBT)	0.85 (EBT)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

The study intersections are expected to operate at a level of service "D" or better during both weekday a.m. and p.m. peak hours, under 2025 and 2030 future background traffic conditions. Compared to existing conditions, the intersection of Griffin Street N/Station Street & West Street is expected to experience a maximum increase of 10.4 seconds of control delay. The intersection of Wade Road N & West Street is expected to experience an increase of the volume to capacity ratio of 0.28 under the weekday p.m. peak hour. All these metrics indicate that the intersections are expected to continue to operate at an efficient level of service, with reserve capacity to accommodate future increases in traffic volumes.

## 6.0 Site Generated Traffic

The proposed daycare center will result in additional vehicles on the boundary road network that previously did not exist. The proposed development will also cause additional turning movements at the study intersections.

The trip generation of the residential facility was forecasted using the fitted curve equations provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, under the Land Use Category 220 "Multifamily Housing (Low Rise)" and Land Use Category 221 "Multifamily Housing (Mid Rise)". Trip generation estimates were based on the Concept Plan dated January 23, 2020, which proposes five 3-storey stacked townhouses for a total of 90 units and one 6-storey apartment building for a total of 69 units. According to the ITE Trip Generation Manual, the residential development is forecasted to generate 68 and 85 two-way trips in the weekday a.m. and

p.m. peak hours, respectively. The forecasted trips are tabulated in Table 3, and the distributed trips are illustrated in Figure 5.

**Table 3: Trip Generation**

Land Use	Units/GF A	Parameter	Weekday A.M.			Weekday P.M.		
			In	Out	2-Way	In	Out	2-Way
Residential Multifamily Housing (Low Rise) (220)	90	Gross Trips	10	33	43	34	20	54
Residential Multifamily Housing (Mid Rise) (221)	69	Gross Trips	7	18	25	19	12	31
<b>Total Net Trips</b>			<b>17</b>	<b>51</b>	<b>68</b>	<b>53</b>	<b>32</b>	<b>85</b>

The proposed development is expected to generate 68 new vehicular 2-way trips during the morning peak hour (17 trips in / 51 trips out), and 85 new vehicular 2-way trips during the afternoon peak hour (53 trips in / 32 trips out).

## 7.0 Total Traffic Conditions

### 7.1 Intersection Operations

The traffic operations at the study intersections were analyzed under future total conditions. Table 4 outlines 2025 and 2030 future total Levels of Service. Signal timings remain the same as future background conditions for each horizon year. Detailed capacity analyses are included in Appendix C. The 2025, and 2030 total traffic volumes are illustrated in Figures 6, and 7.

**Table 4: 2025 and 2030 Future Total Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))		Maximum V/C & V/C Ratio(s) > 0.85 (Approach)	
		2025 Total	2030 Total	2025 Total	2030 Total
Wade Road N & West Street (Stop Control (NB))	Weekday A.M.	B (14.3 s)	C (15.3 s)	0.18 (NB)	0.19 (NB)
	Weekday P.M.	C (17.9 s)	C (19.9 s)	0.16 (NB)	0.18 (NB)
Griffin Street N/Station Street & West Street (Stop Control (EB))	Weekday A.M.	C (20.4 s)	D (32.4 s)	0.48 (EBL)	0.73 (EBL)
	Weekday P.M.	C (22.7 s)	D (31.3 s)	0.69 (EBL)	0.79 (EBL)
Griffin Street N & McMurchie Lane (Stop Control (EB))	Weekday A.M.	C (17.4 s)	C (19.8 s)	0.06 (EB)	0.07 (EB)
	Weekday P.M.	C (24.4 s)	D (29.3 s)	0.04 (EB)	0.05 (EB)
Griffin Street & Griffin Street N/St Catharines St (Signalized)	Weekday A.M.	C (21.0 s)	C (21.1 s)	0.73 (EBT)	0.75 (EBT)
	Weekday P.M.	C (20.4 s)	C (22.4 s)	0.82 (EBT)	0.86 (EBT)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

The study intersections are expected to operate at an unchanged LOS "D" during both weekday a.m. and p.m. peak hours, under 2025 and 2030 future background traffic conditions. Compared to future background conditions, the intersection of Griffin Street N/Station Street & West Street is expected to experience a maximum increase of 8.8 seconds of control delay. The intersection of Griffin Street N/Station Street & West Street is expected to experience an increase of the volume to capacity ratio of 0.18 under the weekday a.m. peak hour. All these metrics indicate that the intersections are expected to continue to operate at an efficient level of service, with the addition of the site generated traffic.

## 8.0 Conclusion and Recommendations

Based on the analysis, our conclusions are as follows:

### Development Proposal

The proposed site will consist of:

- Five 3-storey stacked townhouses for a total of 90 units
- One 6-storey apartment building for a total of 69 units
- Full movement access on Margaret Street and Dove Lane

### Existing Conditions

- Turning movement counts for the intersections Wade Road N at West Street and Griffin Street at Griffin Street N/St Catharines Street were received from the Region of Niagara.
- An industry-standard growth rate of two percent was applied to traffic volumes to reflect 2020 volumes.
- Existing signal timings for the signalized intersection of Griffin Street at Griffin Street N/St Catharines Street in the study area were applied.
- Given the limitations in Synchro, the intersection of Griffin Street N/Station Street & West Street is analyzed as a one-way stop control intersection (on West Street), with the northbound and southbound movements along Griffin Street and Station Street operating as free flow.
- All intersections operate under capacity in both peak hours.

### Background Conditions

- The industry-standard growth rate of two percent was applied to all movements along boundary roads in the study area that are not directly entering or exiting the site.
- Background developments included the site traffic generated by development located at 132 College Street in the vicinity of the site.
- All intersections operate with a level of service "D" or better under future background conditions with reserve capacity to accommodate future increases in traffic volumes.
- No trips were redistributed to incorporate the Smithville By-pass currently planned. This by-pass will lower volumes along Griffin Street and St. Catharines Street and ultimately improving traffic operations in the Smithville core.

**Traffic Trip Generation**

- The proposed development is expected to generate 68 new vehicular 2-way trips during the morning peak hour (17 trips in / 51 trips out), and 85 new vehicular 2-way trips during the afternoon peak hour (53 trips in / 32 trips out).

**Future Conditions**

- The intersection capacity analysis under the future total traffic conditions indicates that all the intersections will operate similarly to the future background conditions during both peak hours.

**Recommendations**

- Based on existing conditions it is recommended that McMurchie Lane operate as an ingress only access.
- Accordingly, development can be supported by traffic operations and safety perspectives. We trust that this review satisfies any access and transportation concerns associated with the site plan for this development. Please feel free to contact the undersigned for any further information required.

Respectfully submitted,

**CF CROZIER & ASSOCIATES INC.**



Aaron Wignall  
Associate, Transportation

**CF CROZIER & ASSOCIATES INC.**



Kavleen Sachdeva E.I.T.  
Transportation

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# APPENDIX A

## Traffic Data and, Signal Timing Plans

**Peak Hour..** 07:00 AM — 08:00 AM









## Turning Movement Count - Details Report (15 min)

**Location.....** Griffin Street North @ Station Street/West Street

**Municipality.....** WEST LINCOLN

**Count Date.....** Wednesday, April 10, 2019

### Griffin Street North

### Station Street/West Street

#### North Approach

#### South Approach

#### East Approach

#### West Approach

Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT
07:00 07:15	0	27	15	0	42	72	37	0	0	109	0	0	0	0	0	11	0	48	0	59
07:15 07:30	0	23	11	0	34	91	54	0	0	145	0	0	0	0	0	8	0	38	0	46
07:30 07:45	0	39	15	0	54	85	57	0	0	142	0	0	0	0	0	5	0	44	0	49
07:45 08:00	0	40	24	0	64	66	60	0	0	126	0	0	0	0	0	20	0	45	0	65
Hourly Total	0	129	65	0	194	314	208	0	0	522	0	0	0	0	0	44	0	175	0	219
08:00 08:15	0	31	12	0	43	65	51	0	0	116	0	0	0	0	0	6	0	33	0	39
08:15 08:30	0	35	11	0	46	65	41	0	0	106	0	0	0	0	0	11	0	38	0	49
08:30 08:45	0	38	12	0	50	53	52	0	0	105	0	0	0	0	0	4	0	54	0	58
08:45 09:00	0	46	17	0	63	77	41	0	0	118	0	0	0	0	0	9	0	63	0	72
Hourly Total	0	150	52	0	202	260	185	0	0	445	0	0	0	0	0	30	0	188	0	218
11:00 11:15	0	27	8	0	35	64	34	0	0	98	0	0	0	0	0	9	0	56	0	65
11:15 11:30	0	29	12	0	41	61	37	0	0	98	0	0	0	0	0	8	0	46	0	54
11:30 11:45	0	28	8	0	36	41	27	0	0	68	0	0	0	0	0	5	0	63	0	68
11:45 12:00	0	30	10	0	40	55	34	0	0	89	0	0	0	0	0	9	0	57	0	66
Hourly Total	0	114	38	0	152	221	132	0	0	353	0	0	0	0	0	31	0	222	0	253
12:00 12:15	0	47	11	0	58	60	30	0	0	90	0	0	0	0	0	4	0	63	0	67
12:15 12:30	0	29	9	0	38	67	36	0	0	103	0	0	0	0	0	12	0	76	0	88
12:30 12:45	0	36	6	0	42	41	45	0	0	86	0	0	0	0	0	6	0	47	0	53
12:45 13:00	0	23	6	0	29	47	37	0	0	84	0	0	0	0	0	8	0	52	0	60
Hourly Total	0	135	32	0	167	215	148	0	0	363	0	0	0	0	0	30	0	238	0	268
13:00 13:15	0	35	4	0	39	53	26	0	0	79	0	0	0	0	0	9	0	53	0	62
13:15 13:30	0	15	8	0	23	42	32	0	0	74	0	0	0	0	0	6	0	54	0	60
13:30 13:45	0	25	6	0	31	46	25	0	0	71	0	0	0	0	0	5	0	52	0	57
13:45 14:00	0	30	5	0	35	53	21	0	0	74	0	0	0	0	0	7	0	67	0	74
Hourly Total	0	105	23	0	128	194	104	0	0	298	0	0	0	0	0	27	0	226	0	253
15:00 15:15	0	41	20	0	61	70	48	0	0	118	0	0	0	0	0	10	0	68	0	78
15:15 15:30	0	45	6	0	51	61	44	0	0	105	0	0	0	0	0	9	0	88	0	97
15:30 15:45	0	38	20	0	58	70	40	0	0	110	0	0	0	0	0	11	0	104	0	115
15:45 16:00	0	61	18	0	79	49	34	0	0	83	0	0	0	0	0	7	0	83	0	90
Hourly Total	0	185	64	0	249	250	166	0	0	416	0	0	0	0	0	37	0	343	0	380

# Attachment No. 3

## Griffin Street North

## Station Street/West Street

### North Approach

### South Approach

### East Approach

### West Approach

Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT
16:00 16:15	0	52	9	0	61	51	45	0	0	96	0	0	0	0	0	12	0	112	0	124
16:15 16:30	0	48	8	0	56	66	46	0	0	112	0	0	0	0	0	11	0	99	0	110
16:30 16:45	0	59	8	0	67	81	56	0	0	137	0	0	0	0	0	10	0	90	0	100
16:45 17:00	0	43	5	0	48	63	49	0	0	112	0	0	0	0	0	9	0	95	0	104
Hourly Total	0	202	30	0	232	261	196	0	0	457	0	0	0	0	0	42	0	396	0	438
17:00 17:15	0	60	11	0	71	81	39	0	0	120	0	0	0	0	0	10	0	107	0	117
17:15 17:30	0	37	9	0	46	71	45	0	0	116	0	0	0	0	0	9	0	105	0	114
17:30 17:45	0	50	8	0	58	64	42	0	0	106	0	0	0	0	0	9	0	75	0	84
17:45 18:00	0	21	10	0	31	48	26	0	0	74	0	0	0	0	0	15	0	96	0	111
Hourly Total	0	168	38	0	206	264	152	0	0	416	0	0	0	0	0	43	0	383	0	426
Grand Total	0	1188	342	0	1530	1979	1291	0	0	3270	0	0	0	0	0	284	0	2171	0	2455
Truck %	0%	5%	9%	0%	6%	10%	6%	0%	0%	8%	0%	0%	0%	0%	0%	11%	0%	8%	0%	8%

## Turning Movements Report - AM Period

Location..... Griffin Street @ RR20/St Catharines Street

GeoID..... 00094

Municipality. WEST LINCOLN

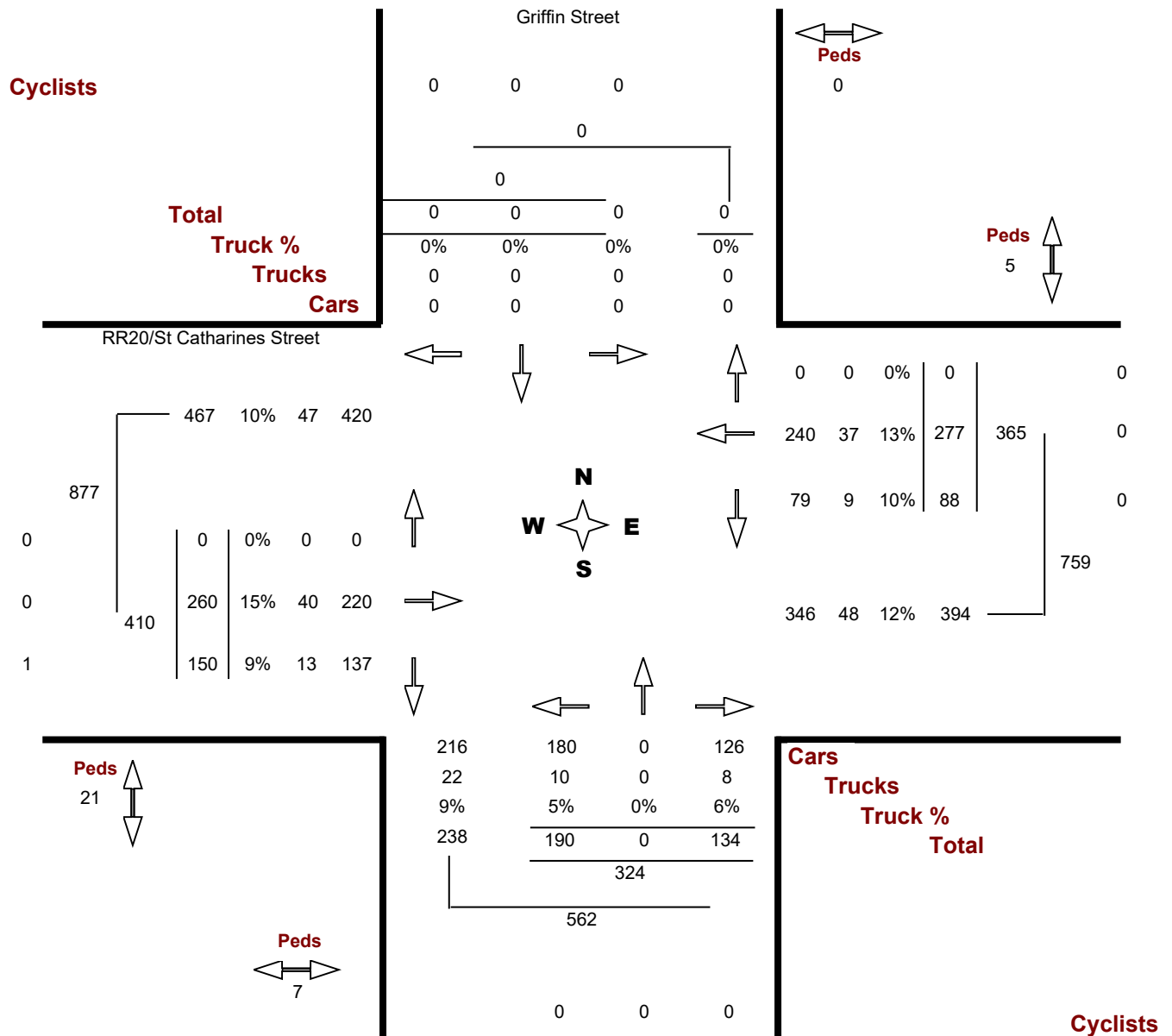
Count Date. Tuesday, 04 June, 2019

Traffic Cont. Traffic signal

Count Time. 07:00 AM — 09:00 AM

Major Dir..... East west

Peak Hour.. 08:00 AM — 09:00 AM



**Peak Hour..** 04:15 PM — 05:15 PM







## Turning Movement Count - Details Report (15 min)

**Location.....** Griffin Street @ RR20/St Catharines Street

**Municipality.....** WEST LINCOLN

**Count Date.....** Tuesday, June 04, 2019

Griffin Street											RR20/St Catharines Street									
North Approach						South Approach					East Approach					West Approach				
Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT
07:00 07:15	0	0	0	0	0	44	0	22	0	66	10	52	0	0	62	0	67	21	0	88
07:15 07:30	0	0	0	0	0	40	0	27	0	67	19	71	0	0	90	0	45	18	0	63
07:30 07:45	0	0	0	0	0	48	0	30	0	78	24	83	0	0	107	0	65	21	0	86
07:45 08:00	0	0	0	0	0	54	0	22	0	76	20	87	0	0	107	0	67	30	0	97
Hourly Total	0	0	0	0	0	186	0	101	0	287	73	293	0	0	366	0	244	90	0	334
08:00 08:15	0	0	0	0	0	42	0	27	0	69	21	57	0	0	78	0	60	22	0	82
08:15 08:30	0	0	0	0	0	41	0	21	0	62	16	65	0	0	81	0	65	40	0	105
08:30 08:45	0	0	0	0	0	57	0	40	0	97	21	76	0	0	97	0	57	46	0	103
08:45 09:00	0	0	0	0	0	50	0	46	0	96	30	79	0	0	109	0	78	42	0	120
Hourly Total	0	0	0	0	0	190	0	134	0	324	88	277	0	0	365	0	260	150	0	410
11:00 11:15	0	0	0	0	0	33	0	26	0	59	19	54	0	0	73	0	73	26	0	99
11:15 11:30	0	0	0	0	0	29	0	26	0	55	29	63	0	0	92	0	63	23	0	86
11:30 11:45	0	0	0	0	0	27	0	22	0	49	21	61	0	0	82	0	78	28	0	106
11:45 12:00	0	0	0	0	0	40	0	25	0	65	29	55	0	0	84	0	58	17	0	75
Hourly Total	0	0	0	0	0	129	0	99	0	228	98	233	0	0	331	0	272	94	0	366
12:00 12:15	0	0	0	0	0	33	0	27	0	60	36	53	0	0	89	0	79	32	0	111
12:15 12:30	0	0	0	0	0	28	0	24	0	52	31	69	0	0	100	0	78	34	0	112
12:30 12:45	0	0	0	0	0	30	0	28	0	58	39	79	0	0	118	0	81	30	0	111
12:45 13:00	0	0	0	0	0	49	0	34	0	83	41	74	0	0	115	0	70	26	0	96
Hourly Total	0	0	0	0	0	140	0	113	0	253	147	275	0	0	422	0	308	122	0	430
13:00 13:15	0	0	0	0	0	39	0	29	0	68	36	51	0	0	87	0	61	28	0	89
13:15 13:30	0	0	0	0	0	43	0	25	0	68	30	67	0	0	97	0	59	27	0	86
13:30 13:45	0	0	0	0	0	32	0	23	0	55	28	64	0	0	92	0	64	30	0	94
13:45 14:00	0	0	0	0	0	32	0	18	0	50	28	64	0	0	92	0	74	28	0	102
Hourly Total	0	0	0	0	0	146	0	95	0	241	122	246	0	0	368	0	258	113	0	371
15:00 15:15	0	0	0	0	0	40	0	26	0	66	42	69	0	0	111	0	68	42	0	110
15:15 15:30	0	0	0	0	0	36	0	17	0	53	39	76	0	0	115	0	80	42	0	122
15:30 15:45	0	0	0	0	0	54	0	32	0	86	33	63	0	0	96	0	89	64	0	153
15:45 16:00	0	0	0	0	0	40	0	30	0	70	42	81	0	0	123	0	100	51	0	151
Hourly Total	0	0	0	0	0	170	0	105	0	275	156	289	0	0	445	0	337	199	0	536

# Attachment No. 3

Griffin Street											RR20/St Catharines Street										
North Approach						South Approach					East Approach					West Approach					
Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	
16:00 16:15	0	0	0	0	0	36	0	32	0	68	34	63	0	0	97	0	110	63	0	173	
16:15 16:30	0	0	0	0	0	34	0	42	0	76	40	94	0	0	134	0	126	55	0	181	
16:30 16:45	0	0	0	0	0	36	0	25	0	61	51	86	0	0	137	0	95	57	0	152	
16:45 17:00	0	0	0	0	0	27	0	25	0	52	55	81	0	0	136	0	94	63	0	157	
Hourly Total	0	0	0	0	0	133	0	124	0	257	180	324	0	0	504	0	425	238	0	663	
17:00 17:15	0	0	0	0	0	56	0	28	0	84	41	87	0	0	128	0	118	59	0	177	
17:15 17:30	0	0	0	0	0	38	0	15	0	53	49	75	0	0	124	0	110	59	0	169	
17:30 17:45	0	0	0	0	0	43	0	29	0	72	39	74	0	0	113	0	107	65	0	172	
17:45 18:00	0	0	0	0	0	33	0	17	0	50	42	88	0	0	130	0	99	52	0	151	
Hourly Total	0	0	0	0	0	170	0	89	0	259	171	324	0	0	495	0	434	235	0	669	
Grand Total	0	0	0	0	0	1264	0	860	0	2124	1035	2261	0	0	3296	0	2538	1241	0	3779	
Truck %	0%	0%	0%	0%	0%	5%	0%	5%	0%	5%	3%	10%	0%	0%	8%	0%	10%	5%	0%	8%	

Signal Code: 014020						
Intersection: RR14 (GRIFFIN ST.) & RR20 (ST. CATHERINES ST.)						
Municipality: westlincoln						
Owner: Region						
Last Modified: 8/6/2015 8:29:39 AM						
Timing Parameters	WBD ADV HWY 20	EBD & WBD HWY 20	NBD GRIFFIN ST.	n/a	n/a	n/a
Min Green	6	10	8	0	0	0
Walk	0	10	8	0	0	0
Ped Clearance	0	16	12	0	0	0
Vehicle Ext.	2.5	5	3.5	0	0	0
Max Green	12	35	25	0	0	0
Yellow	3	4.1	4.1	0	0	0
All Red	0	2.7	2	0	0	0

		Offset
Minimum Cycle	30.9	0
Pedestrian Cycle	58.9	
Maximum Cycle	87.9	0
Operation	FA	

Installed On:

3/16/2010

Count Date:

11/12/2008

FA = Fully Actuated

SA = Semi Actuated

FT = Fixed Time

**\*Note: you need to change the paper orientation from Portrait to Landscape**

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# APPENDIX B

## Levels of Service Definitions

Level of Service Definitions

Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	$> 10 \text{ and } \leq 20$	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	$> 20 \text{ and } \leq 35$	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	$> 35 \text{ and } \leq 55$	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	$> 55 \text{ and } \leq 80$	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	$> 80$	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

## Level of Service Definitions

## Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	$> 10$ and $\leq 15$	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	$> 15$ and $\leq 25$	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	$> 25$ and $\leq 35$	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	$> 35$ and $\leq 50$	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	$> 50$	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board










# APPENDIX C

## Detailed Capacity Analyses

## HCM Unsignalized Intersection Capacity Analysis













Existing AM Peak Hour

## 1: Wade Road N &amp; West Street

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	215	12	3	383	34	9
Future Volume (Veh/h)	215	12	3	383	34	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	234	13	3	416	37	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			247		662	240
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			247		662	240
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	99
cM capacity (veh/h)			1319		426	798
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	247	419	47			
Volume Left	0	3	37			
Volume Right	13	0	10			
cSH	1700	1319	472			
Volume to Capacity	0.15	0.00	0.10			
Queue Length 95th (m)	0.0	0.1	2.5			
Control Delay (s)	0.0	0.1	13.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	13.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			34.5%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

Existing AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	179	320	212	132	66
Future Volume (Veh/h)	45	179	320	212	132	66
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	195	348	230	143	72
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)	2					
Median type				None	None	
Median storage veh						
Upstream signal (m)	166					
pX, platoon unblocked						
vC, conflicting volume	1105	179	143			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1105	179	143			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	77	76			
cM capacity (veh/h)	177	864	1440			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	244	348	230	215		
Volume Left	49	348	0	0		
Volume Right	195	0	0	72		
cSH	881	1440	1700	1700		
Volume to Capacity	0.28	0.24	0.14	0.13		
Queue Length 95th (m)	8.6	7.2	0.0	0.0		
Control Delay (s)	14.9	8.3	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	14.9	5.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	6.3					
Intersection Capacity Utilization	44.5%			ICU Level of Service		A
Analysis Period (min)	15					

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & McMurchie Lane













Existing AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	7	3	505	365	2
Future Volume (Veh/h)	8	7	3	505	365	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	3	549	397	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				59		
pX, platoon unblocked	0.86					
vC, conflicting volume	953	398	399			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	866	398	399			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	100			
cM capacity (veh/h)	279	652	1160			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	552	399			
Volume Left	9	3	0			
Volume Right	8	0	2			
cSH	381	1160	1700			
Volume to Capacity	0.04	0.00	0.23			
Queue Length 95th (m)	1.1	0.1	0.0			
Control Delay (s)	14.9	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.9	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		41.4%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

Existing AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	265	153	90	283	194	137
Future Volume (vph)	265	153	90	283	194	137
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.362		0.950	
Satd. Flow (perm)	1735	1475	628	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		166				128
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	166	98	308	211	149
Shared Lane Traffic (%)						
Lane Group Flow (vph)	288	166	98	308	211	149
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	20.7	20.7	34.2	30.4	44.6	44.6
Actuated g/C Ratio	0.24	0.24	0.39	0.35	0.51	0.51
v/c Ratio	0.71	0.35	0.28	0.51	0.25	0.18
Control Delay	39.9	6.1	16.7	24.3	16.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	6.1	16.7	24.3	16.0	5.0
LOS	D	A	B	C	B	A
Approach Delay	27.5			22.5	11.5	
Approach LOS	C			C	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.1

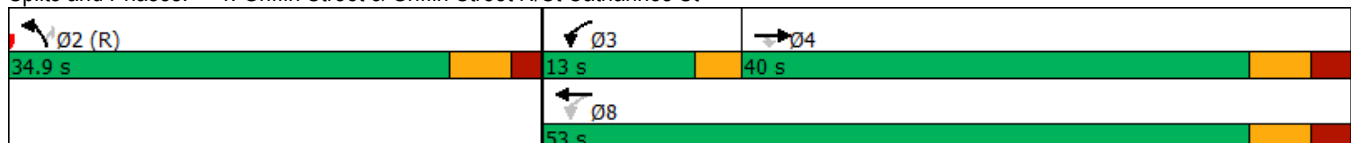
Intersection LOS: C

Intersection Capacity Utilization 46.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St



## HCM Unsignalized Intersection Capacity Analysis













Existing PM Peak Hour

## 1: Wade Road N &amp; West Street

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (veh/h)	434	39	10	320	22	6
Future Volume (Veh/h)	434	39	10	320	22	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	472	42	11	348	24	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			514		863	493
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			514		863	493
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	99
cM capacity (veh/h)			1052		322	576
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	514	359	31			
Volume Left	0	11	24			
Volume Right	42	0	7			
cSH	1700	1052	357			
Volume to Capacity	0.30	0.01	0.09			
Queue Length 95th (m)	0.0	0.2	2.2			
Control Delay (s)	0.0	0.4	16.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	16.0			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			37.4%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

Existing PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	399	297	194	214	33
Future Volume (Veh/h)	41	399	297	194	214	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	434	323	211	233	36
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)	2					
Median type				None	None	
Median storage veh						
Upstream signal (m)	166					
pX, platoon unblocked						
vC, conflicting volume	1108	251	233			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1108	251	233			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	45	76			
cM capacity (veh/h)	176	788	1335			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	479	323	211	269		
Volume Left	45	323	0	0		
Volume Right	434	0	0	36		
cSH	869	1335	1700	1700		
Volume to Capacity	0.55	0.24	0.12	0.16		
Queue Length 95th (m)	26.1	7.2	0.0	0.0		
Control Delay (s)	16.7	8.6	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	16.7	5.2		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay	8.4					
Intersection Capacity Utilization	47.9%			ICU Level of Service	A	
Analysis Period (min)	15					

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & Mcmurchie Lane













Existing PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	6	501	647	7
Future Volume (Veh/h)	3	4	6	501	647	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	7	545	703	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.85					
vC, conflicting volume	1266	707	711			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1225	707	711			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	167	435	888			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	552	711			
Volume Left	3	7	0			
Volume Right	4	0	8			
cSH	258	888	1700			
Volume to Capacity	0.03	0.01	0.42			
Queue Length 95th (m)	0.6	0.2	0.0			
Control Delay (s)	19.4	0.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.4	0.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		47.4%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

Existing PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	442	239	191	355	156	122
Future Volume (vph)	442	239	191	355	156	122
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.220		0.950	
Satd. Flow (perm)	1735	1475	382	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		176				133
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	480	260	208	386	170	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	480	260	208	386	170	133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	29.0	29.0	45.5	41.7	33.3	33.3
Actuated g/C Ratio	0.33	0.33	0.52	0.47	0.38	0.38
v/c Ratio	0.84	0.43	0.62	0.47	0.27	0.21
Control Delay	40.9	9.4	19.1	17.0	22.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	9.4	19.1	17.0	22.1	5.0
LOS	D	A	B	B	C	A
Approach Delay	29.8			17.7	14.6	
Approach LOS	C			B	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 22.6





Intersection LOS: C

Intersection Capacity Utilization 60.2%

ICU Level of Service B










Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St

 Ø2 (R)	 Ø3	 Ø4
34.9 s	13 s	40 s
	 Ø8	
	53 s	













# HCM Unsignalized Intersection Capacity Analysis1: Wade Road N & West Street

2025 Future Background AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	12	3	433	34	9
Future Volume (Veh/h)	240	12	3	433	34	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	261	13	3	471	37	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			274		744	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			274		744	268
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	99
cM capacity (veh/h)			1289		381	771
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	274	474	47			
Volume Left	0	3	37			
Volume Right	13	0	10			
cSH	1700	1289	427			
Volume to Capacity	0.16	0.00	0.11			
Queue Length 95th (m)	0.0	0.1	2.8			
Control Delay (s)	0.0	0.1	14.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			37.3%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2025 Future Background AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	200	364	241	148	73
Future Volume (Veh/h)	50	200	364	241	148	73
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	217	396	262	161	79
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1254	200	161			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1254	200	161			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	60	74	72			
cM capacity (veh/h)	137	840	1418			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	271	396	262	240		
Volume Left	54	396	0	0		
Volume Right	217	0	0	79		
cSH	686	1418	1700	1700		
Volume to Capacity	0.40	0.28	0.15	0.14		
Queue Length 95th (m)	14.4	8.8	0.0	0.0		
Control Delay (s)	18.1	8.5	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	18.1	5.1		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			7.1			
Intersection Capacity Utilization			48.5%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & Mcmurchie Lane













2025 Future Background AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	7	3	575	407	2
Future Volume (Veh/h)	8	7	3	575	407	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	3	625	442	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.84					
vC, conflicting volume	1074	443	444			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	992	443	444			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	100			
cM capacity (veh/h)	228	615	1116			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	628	444			
Volume Left	9	3	0			
Volume Right	8	0	2			
cSH	324	1116	1700			
Volume to Capacity	0.05	0.00	0.26			
Queue Length 95th (m)	1.3	0.1	0.0			
Control Delay (s)	16.7	0.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.7	0.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		45.4%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2025 Future Background AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	298	168	107	331	213	156
Future Volume (vph)	298	168	107	331	213	156
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.334		0.950	
Satd. Flow (perm)	1735	1475	579	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		183				133
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	324	183	116	360	232	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	183	116	360	232	170
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	22.7	22.7	36.5	32.7	42.3	42.3
Actuated g/C Ratio	0.26	0.26	0.42	0.37	0.48	0.48
v/c Ratio	0.72	0.35	0.33	0.56	0.29	0.22
Control Delay	38.6	5.5	16.3	23.8	17.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	5.5	16.3	23.8	17.9	6.2
LOS	D	A	B	C	B	A
Approach Delay	26.6			22.0	12.9	
Approach LOS	C			C	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.1





Intersection LOS: C

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St

 Ø2 (R) 34.9 s	 Ø3 13 s	 Ø4 40 s
	 Ø8 53 s	

# HCM Unsignalized Intersection Capacity Analysis













## 1: Wade Road N & West Street

2025 Future Background PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (veh/h)	491	39	10	357	22	6
Future Volume (Veh/h)	491	39	10	357	22	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	534	42	11	388	24	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			576		965	555
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			576		965	555
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	99
cM capacity (veh/h)			997		280	531
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	576	399	31			
Volume Left	0	11	24			
Volume Right	42	0	7			
cSH	1700	997	313			
Volume to Capacity	0.34	0.01	0.10			
Queue Length 95th (m)	0.0	0.3	2.5			
Control Delay (s)	0.0	0.4	17.8			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	17.8			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			40.6%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2025 Future Background PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	453	332	216	243	36
Future Volume (Veh/h)	45	453	332	216	243	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	492	361	235	264	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1240	284	264			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1240	284	264			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	35	72			
cM capacity (veh/h)	140	755	1300			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	541	361	235	303		
Volume Left	49	361	0	0		
Volume Right	492	0	0	39		
cSH	831	1300	1700	1700		
Volume to Capacity	0.65	0.28	0.14	0.18		
Queue Length 95th (m)	37.5	8.7	0.0	0.0		
Control Delay (s)	20.6	8.8	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	20.6	5.3		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization			53.4%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & Mcmurchie Lane













2025 Future Background PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	6	560	733	7
Future Volume (Veh/h)	3	4	6	560	733	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	7	609	797	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.85					
vC, conflicting volume	1424	801	805			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1410	801	805			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	128	384	819			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	616	805			
Volume Left	3	7	0			
Volume Right	4	0	8			
cSH	207	819	1700			
Volume to Capacity	0.03	0.01	0.47			
Queue Length 95th (m)	0.8	0.2	0.0			
Control Delay (s)	23.0	0.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	23.0	0.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		52.3%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2025 Future Background PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	507	263	216	399	172	143
Future Volume (vph)	507	263	216	399	172	143
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.214		0.950	
Satd. Flow (perm)	1735	1475	371	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		194				134
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	551	286	235	434	187	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	551	286	235	434	187	155
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	47.0	47.0	13.0	60.0	27.9	27.9
Total Split (%)	53.5%	53.5%	14.8%	68.3%	31.7%	31.7%
Maximum Green (s)	40.2	40.2	10.0	53.2	21.8	21.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	34.3	34.3	51.0	47.2	27.8	27.8
Actuated g/C Ratio	0.39	0.39	0.58	0.54	0.32	0.32
v/c Ratio	0.82	0.41	0.66	0.47	0.36	0.28
Control Delay	33.8	7.5	17.4	13.7	27.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	7.5	17.4	13.7	27.8	8.2
LOS	C	A	B	B	C	A
Approach Delay	24.8			15.0	18.9	
Approach LOS	C			B	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.2

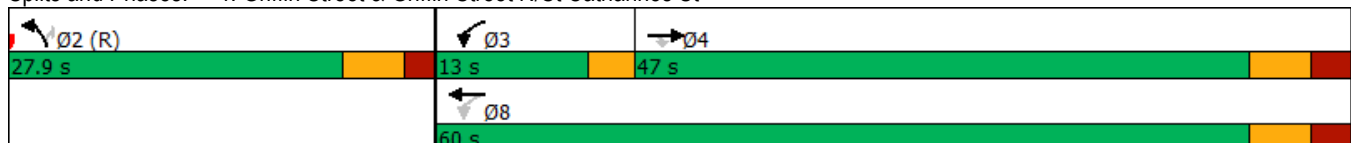
Intersection LOS: C

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St















# HCM Unsignalized Intersection Capacity Analysis1: Wade Road N & West Street

2025 Future Total AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (veh/h)	241	14	10	438	44	32
Future Volume (Veh/h)	241	14	10	438	44	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	262	15	11	476	48	35
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			277		768	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			277		768	270
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		87	95
cM capacity (veh/h)			1286		367	769
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	277	487	83			
Volume Left	0	11	48			
Volume Right	15	0	35			
cSH	1700	1286	471			
Volume to Capacity	0.16	0.01	0.18			
Queue Length 95th (m)	0.0	0.2	4.8			
Control Delay (s)	0.0	0.3	14.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	14.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			45.2%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2025 Future Total AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	218	375	245	150	74
Future Volume (Veh/h)	57	218	375	245	150	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	237	408	266	163	80
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1285	203	163			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1285	203	163			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	52	72	71			
cM capacity (veh/h)	129	838	1416			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	299	408	266	243		
Volume Left	62	408	0	0		
Volume Right	237	0	0	80		
cSH	624	1416	1700	1700		
Volume to Capacity	0.48	0.29	0.16	0.14		
Queue Length 95th (m)	19.7	9.1	0.0	0.0		
Control Delay (s)	20.4	8.6	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	20.4	5.2		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			7.9			
Intersection Capacity Utilization			49.5%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & McMurchie Lane













2025 Future Total AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	7	3	590	427	3
Future Volume (Veh/h)	8	7	3	590	427	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	3	641	464	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.84					
vC, conflicting volume	1112	466	467			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1038	466	467			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	100			
cM capacity (veh/h)	214	597	1094			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	644	467			
Volume Left	9	3	0			
Volume Right	8	0	3			
cSH	307	1094	1700			
Volume to Capacity	0.06	0.00	0.27			
Queue Length 95th (m)	1.3	0.1	0.0			
Control Delay (s)	17.4	0.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.4	0.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		46.3%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2025 Future Total AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	308	177	109	334	225	162
Future Volume (vph)	308	177	109	334	225	162
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.326		0.950	
Satd. Flow (perm)	1735	1475	566	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		187				130
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	192	118	363	245	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	335	192	118	363	245	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## Lanes, Volumes, Timings

2025 Future Total AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	23.3	23.3	37.1	33.3	41.7	41.7
Actuated g/C Ratio	0.27	0.27	0.42	0.38	0.47	0.47
v/c Ratio	0.73	0.36	0.34	0.55	0.31	0.23
Control Delay	38.2	5.7	16.0	23.2	18.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	5.7	16.0	23.2	18.7	6.9
LOS	D	A	B	C	B	A
Approach Delay	26.4			21.4	13.8	
Approach LOS	C			C	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.0





Intersection LOS: C

Intersection Capacity Utilization 51.8%

ICU Level of Service A










Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St

 Ø2 (R)	 Ø3	 Ø4
34.9 s	13 s	40 s
	 Ø8	
	53 s	













# HCM Unsignalized Intersection Capacity Analysis1: Wade Road N & West Street

2025 Future Total PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	497	49	30	360	26	22
Future Volume (Veh/h)	497	49	30	360	26	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	540	53	33	391	28	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			593		1024	566
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			593		1024	566
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		89	95
cM capacity (veh/h)			983		252	523
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	593	424	52			
Volume Left	0	33	28			
Volume Right	53	0	24			
cSH	1700	983	331			
Volume to Capacity	0.35	0.03	0.16			
Queue Length 95th (m)	0.0	0.8	4.2			
Control Delay (s)	0.0	1.0	17.9			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.0	17.9			
Approach LOS			C			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			57.5%		ICU Level of Service	
					B	
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2025 Future Total PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	472	353	218	250	38
Future Volume (Veh/h)	48	472	353	218	250	38
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	513	384	237	272	41
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1298	292	272			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1298	292	272			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	59	31	70			
cM capacity (veh/h)	125	747	1291			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	565	384	237	313		
Volume Left	52	384	0	0		
Volume Right	513	0	0	41		
cSH	822	1291	1700	1700		
Volume to Capacity	0.69	0.30	0.14	0.18		
Queue Length 95th (m)	42.6	9.5	0.0	0.0		
Control Delay (s)	22.7	9.0	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	22.7	5.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		10.9				
Intersection Capacity Utilization		55.2%		ICU Level of Service	B	
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & McMurchie Lane













2025 Future Total PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	6	582	755	11
Future Volume (Veh/h)	3	4	6	582	755	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	7	633	821	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.84					
vC, conflicting volume	1474	827	833			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1469	827	833			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	117	371	800			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	640	833			
Volume Left	3	7	0			
Volume Right	4	0	12			
cSH	192	800	1700			
Volume to Capacity	0.04	0.01	0.49			
Queue Length 95th (m)	0.9	0.2	0.0			
Control Delay (s)	24.4	0.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	24.4	0.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		53.9%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2025 Future Total PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	514	278	222	411	182	147
Future Volume (vph)	514	278	222	411	182	147
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.210		0.950	
Satd. Flow (perm)	1735	1475	364	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				131
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	559	302	241	447	198	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	559	302	241	447	198	160
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## Lanes, Volumes, Timings

2025 Future Total PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	47.0	47.0	13.0	60.0	27.9	27.9
Total Split (%)	53.5%	53.5%	14.8%	68.3%	31.7%	31.7%
Maximum Green (s)	40.2	40.2	10.0	53.2	21.8	21.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effect Green (s)	34.6	34.6	51.3	47.5	27.5	27.5
Actuated g/C Ratio	0.39	0.39	0.58	0.54	0.31	0.31
v/c Ratio	0.82	0.43	0.68	0.48	0.38	0.29
Control Delay	33.9	7.7	18.2	13.7	28.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	7.7	18.2	13.7	28.4	9.0
LOS	C	A	B	B	C	A
Approach Delay	24.7			15.3	19.7	
Approach LOS	C			B	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.4

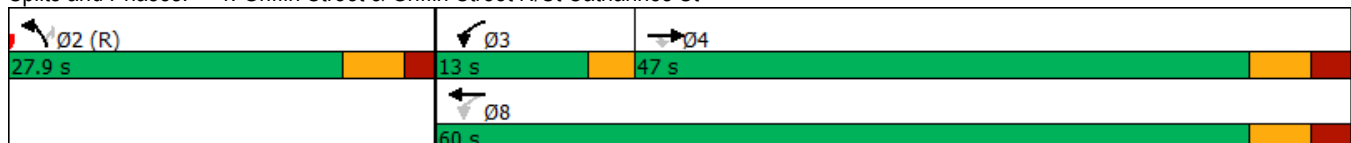
Intersection LOS: C

Intersection Capacity Utilization 67.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St















# HCM Unsignalized Intersection Capacity Analysis1: Wade Road N & West Street

2030 Future Background AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (veh/h)	265	12	3	479	34	9
Future Volume (Veh/h)	265	12	3	479	34	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	288	13	3	521	37	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			301		822	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			301		822	294
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		89	99
cM capacity (veh/h)			1260		343	745
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	301	524	47			
Volume Left	0	3	37			
Volume Right	13	0	10			
cSH	1700	1260	388			
Volume to Capacity	0.18	0.00	0.12			
Queue Length 95th (m)	0.0	0.1	3.1			
Control Delay (s)	0.0	0.1	15.6			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.1	15.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			40.0%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2030 Future Background AM Peak Hour













						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	221	402	267	164	81
Future Volume (Veh/h)	55	221	402	267	164	81
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	240	437	290	178	88
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1386	222	178			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1386	222	178			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	45	71	69			
cM capacity (veh/h)	108	818	1398			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	300	437	290	266		
Volume Left	60	437	0	0		
Volume Right	240	0	0	88		
cSH	542	1398	1700	1700		
Volume to Capacity	0.55	0.31	0.17	0.16		
Queue Length 95th (m)	25.4	10.3	0.0	0.0		
Control Delay (s)	23.6	8.7	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	23.6	5.3		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			8.4			
Intersection Capacity Utilization			52.2%	ICU Level of Service		A
Analysis Period (min)			15			



## Lanes, Volumes, Timings

2030 Future Background AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	329	187	118	365	237	172
Future Volume (vph)	329	187	118	365	237	172
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.307		0.950	
Satd. Flow (perm)	1735	1475	533	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		185				131
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	358	203	128	397	258	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	203	128	397	258	187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.3	24.3	40.2	36.4	38.6	38.6
Actuated g/C Ratio	0.28	0.28	0.46	0.41	0.44	0.44
v/c Ratio	0.75	0.38	0.36	0.55	0.36	0.26
Control Delay	38.2	6.3	15.2	21.7	20.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	6.3	15.2	21.7	20.4	7.9
LOS	D	A	B	C	C	A
Approach Delay	26.7			20.1	15.2	
Approach LOS	C			C	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 21.1





Intersection LOS: C

Intersection Capacity Utilization 54.2%

ICU Level of Service A

Analysis Period (min) 15










Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St

 Ø2 (R)	 Ø3	 Ø4
34.9 s	13 s	40 s
	 Ø8	
	53 s	

# HCM Unsignalized Intersection Capacity Analysis













## 1: Wade Road N & West Street

2030 Future Background PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	543	39	10	395	22	6
Future Volume (Veh/h)	543	39	10	395	22	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	590	42	11	429	24	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			632		1062	611
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			632		1062	611
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		90	99
cM capacity (veh/h)			951		245	494
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	632	440	31			
Volume Left	0	11	24			
Volume Right	42	0	7			
cSH	1700	951	276			
Volume to Capacity	0.37	0.01	0.11			
Queue Length 95th (m)	0.0	0.3	2.8			
Control Delay (s)	0.0	0.4	19.7			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	19.7			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			43.6%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2030 Future Background PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	501	367	240	269	40
Future Volume (Veh/h)	50	501	367	240	269	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	545	399	261	292	43
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1372	314	292			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1372	314	292			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	51	25	69			
cM capacity (veh/h)	110	727	1270			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	599	399	261	335		
Volume Left	54	399	0	0		
Volume Right	545	0	0	43		
cSH	799	1270	1700	1700		
Volume to Capacity	0.75	0.31	0.15	0.20		
Queue Length 95th (m)	53.4	10.3	0.0	0.0		
Control Delay (s)	27.1	9.1	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	27.1	5.5		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		12.5				
Intersection Capacity Utilization		58.4%		ICU Level of Service		B
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & McMurchie Lane













2030 Future Background PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	6	619	811	7
Future Volume (Veh/h)	3	4	6	619	811	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	7	673	882	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				59		
pX, platoon unblocked	0.83					
vC, conflicting volume	1573	886	890			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1588	886	890			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	98	343	761			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	680	890			
Volume Left	3	7	0			
Volume Right	4	0	8			
cSH	165	761	1700			
Volume to Capacity	0.04	0.01	0.52			
Queue Length 95th (m)	1.0	0.2	0.0			
Control Delay (s)	27.7	0.2	0.0			
Lane LOS	D	A				
Approach Delay (s)	27.7	0.2	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		56.8%		ICU Level of Service		B
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2030 Future Background PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	560	292	239	441	190	158
Future Volume (vph)	560	292	239	441	190	158
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.183		0.950	
Satd. Flow (perm)	1735	1475	317	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		194				135
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	609	317	260	479	207	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	609	317	260	479	207	172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	47.0	47.0	13.0	60.0	27.9	27.9
Total Split (%)	53.5%	53.5%	14.8%	68.3%	31.7%	31.7%
Maximum Green (s)	40.2	40.2	10.0	53.2	21.8	21.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	36.2	36.2	52.9	49.1	25.9	25.9
Actuated g/C Ratio	0.41	0.41	0.60	0.56	0.29	0.29
v/c Ratio	0.85	0.44	0.76	0.49	0.43	0.33
Control Delay	35.7	8.3	25.1	13.2	30.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	8.3	25.1	13.2	30.1	9.9
LOS	D	A	C	B	C	A
Approach Delay	26.3			17.4	20.9	
Approach LOS	C			B	C	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 22.1

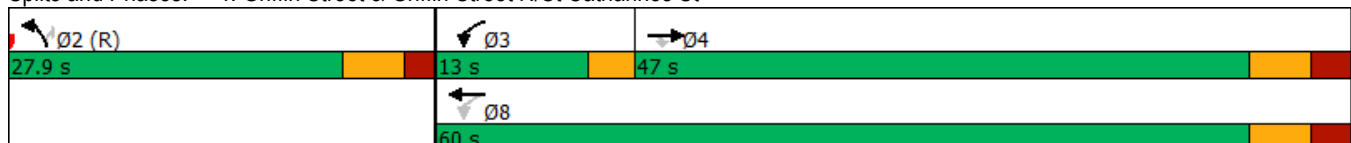
Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St















# HCM Unsignalized Intersection Capacity Analysis1: Wade Road N & West Street

2030 Future Total AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↰	↰	
Traffic Volume (veh/h)	266	14	10	484	44	32
Future Volume (Veh/h)	266	14	10	484	44	32
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	289	15	11	526	48	35
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			304		844	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			304		844	296
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		85	95
cM capacity (veh/h)			1257		330	743
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	304	537	83			
Volume Left	0	11	48			
Volume Right	15	0	35			
cSH	1700	1257	431			
Volume to Capacity	0.18	0.01	0.19			
Queue Length 95th (m)	0.0	0.2	5.3			
Control Delay (s)	0.0	0.3	15.3			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	15.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			47.8%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2030 Future Total AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	239	413	271	166	82
Future Volume (Veh/h)	62	239	413	271	166	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	260	449	295	180	89
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1418	224	180			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1418	224	180			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	35	68	68			
cM capacity (veh/h)	102	815	1396			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	327	449	295	269		
Volume Left	67	449	0	0		
Volume Right	260	0	0	89		
cSH	445	1396	1700	1700		
Volume to Capacity	0.73	0.32	0.17	0.16		
Queue Length 95th (m)	45.1	10.7	0.0	0.0		
Control Delay (s)	32.4	8.8	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	32.4	5.3		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		10.8				
Intersection Capacity Utilization		53.5%		ICU Level of Service	A	
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & Mcmurchie Lane













2030 Future Total AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	7	3	651	471	3
Future Volume (Veh/h)	8	7	3	651	471	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	8	3	708	512	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				59		
pX, platoon unblocked	0.83					
vC, conflicting volume	1228	514	515			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1171	514	515			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	176	561	1051			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	17	711	515			
Volume Left	9	3	0			
Volume Right	8	0	3			
cSH	260	1051	1700			
Volume to Capacity	0.07	0.00	0.30			
Queue Length 95th (m)	1.6	0.1	0.0			
Control Delay (s)	19.8	0.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.8	0.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		49.8%		ICU Level of Service		A
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2030 Future Total AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	339	196	120	368	249	178
Future Volume (vph)	339	196	120	368	249	178
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.300		0.950	
Satd. Flow (perm)	1735	1475	520	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				129
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	368	213	130	400	271	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	368	213	130	400	271	193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## Lanes, Volumes, Timings

2030 Future Total AM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	40.0	40.0	13.0	53.0	34.9	34.9
Total Split (%)	45.5%	45.5%	14.8%	60.3%	39.7%	39.7%
Maximum Green (s)	33.2	33.2	10.0	46.2	28.8	28.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.8	24.8	40.6	36.8	38.2	38.2
Actuated g/C Ratio	0.28	0.28	0.46	0.42	0.43	0.43
v/c Ratio	0.75	0.39	0.37	0.55	0.38	0.27
Control Delay	38.2	6.7	15.1	21.3	21.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	6.7	15.1	21.3	21.1	8.5
LOS	D	A	B	C	C	A
Approach Delay	26.6			19.8	15.8	
Approach LOS	C			B	B	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 21.1

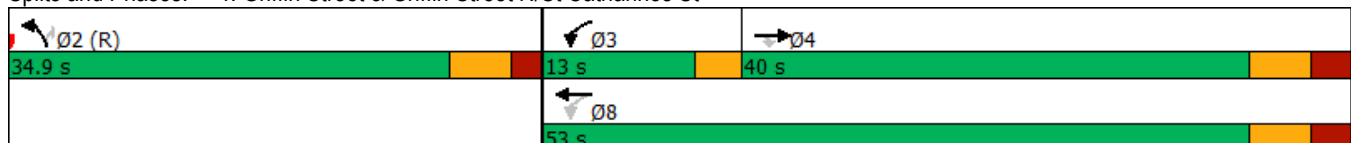
Intersection LOS: C

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15










Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St



# HCM Unsignalized Intersection Capacity Analysis













## 1: Wade Road N & West Street

2030 Future Total PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	549	49	30	398	26	22
Future Volume (Veh/h)	549	49	30	398	26	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	597	53	33	433	28	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			650		1122	624
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			650		1122	624
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		87	95
cM capacity (veh/h)			936		220	486
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	650	466	52			
Volume Left	0	33	28			
Volume Right	53	0	24			
cSH	1700	936	294			
Volume to Capacity	0.38	0.04	0.18			
Queue Length 95th (m)	0.0	0.8	4.8			
Control Delay (s)	0.0	1.0	19.9			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.0	19.9			
Approach LOS			C			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			59.6%	ICU Level of Service	B	
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis2: Griffin Street N/Station Street & West Street

2030 Future Total PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	520	388	242	276	42
Future Volume (Veh/h)	53	520	388	242	276	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	58	565	422	263	300	46
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type				None	None	
Median storage veh						
Upstream signal (m)				166		
pX, platoon unblocked						
vC, conflicting volume	1430	323	300			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1430	323	300			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	41	21	67			
cM capacity (veh/h)	99	718	1261			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	623	422	263	346		
Volume Left	58	422	0	0		
Volume Right	565	0	0	46		
cSH	792	1261	1700	1700		
Volume to Capacity	0.79	0.33	0.15	0.20		
Queue Length 95th (m)	61.0	11.3	0.0	0.0		
Control Delay (s)	31.3	9.3	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	31.3	5.7		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		14.2				
Intersection Capacity Utilization		60.2%		ICU Level of Service		B
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis3: Griffin Street N & Mcmurchie Lane













2030 Future Total PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	6	641	833	11
Future Volume (Veh/h)	3	4	6	641	833	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	7	697	905	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				59		
pX, platoon unblocked	0.83					
vC, conflicting volume	1622	911	917			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1648	911	917			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	89	332	744			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	704	917			
Volume Left	3	7	0			
Volume Right	4	0	12			
cSH	153	744	1700			
Volume to Capacity	0.05	0.01	0.54			
Queue Length 95th (m)	1.1	0.2	0.0			
Control Delay (s)	29.6	0.3	0.0			
Lane LOS	D	A				
Approach Delay (s)	29.6	0.3	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		58.3%		ICU Level of Service		B
Analysis Period (min)		15				

## Lanes, Volumes, Timings

2030 Future Total PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	567	307	245	453	200	162
Future Volume (vph)	567	307	245	453	200	162
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (m)		30.0	20.0		0.0	15.0
Storage Lanes		1	1		1	1
Taper Length (m)			15.0		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1735	1475	1648	1735	1648	1475
Flt Permitted			0.181		0.950	
Satd. Flow (perm)	1735	1475	314	1735	1648	1475
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				131
Link Speed (k/h)	50			50	50	
Link Distance (m)	59.2			69.0	143.2	
Travel Time (s)	4.3			5.0	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	616	334	266	492	217	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	616	334	266	492	217	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	1.8	6.1	6.1	1.8	6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2

## Lanes, Volumes, Timings

2030 Future Total PM Peak Hour

## 4: Griffin Street &amp; Griffin Street N/St Catharines St

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0	10.0	8.0	8.0
Minimum Split (s)	32.8	32.8	9.0	32.8	26.1	26.1
Total Split (s)	47.0	47.0	13.0	60.0	27.9	27.9
Total Split (%)	53.5%	53.5%	14.8%	68.3%	31.7%	31.7%
Maximum Green (s)	40.2	40.2	10.0	53.2	21.8	21.8
Yellow Time (s)	4.1	4.1	3.0	4.1	4.1	4.1
All-Red Time (s)	2.7	2.7	0.0	2.7	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	3.0	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	10.0	10.0		10.0	8.0	8.0
Flash Dont Walk (s)	16.0	16.0		16.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	36.5	36.5	53.3	49.5	25.5	25.5
Actuated g/C Ratio	0.42	0.42	0.61	0.56	0.29	0.29
v/c Ratio	0.86	0.46	0.78	0.50	0.45	0.34
Control Delay	35.7	8.5	26.6	13.2	30.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	8.5	26.6	13.2	30.8	10.7
LOS	D	A	C	B	C	B
Approach Delay	26.2			17.9	21.8	
Approach LOS	C			B	C	

## Intersection Summary

Area Type: Other

Cycle Length: 87.9

Actuated Cycle Length: 87.9

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 22.4

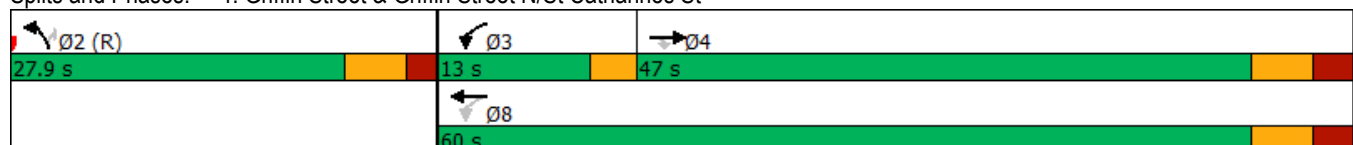
Intersection LOS: C

Intersection Capacity Utilization 73.3%

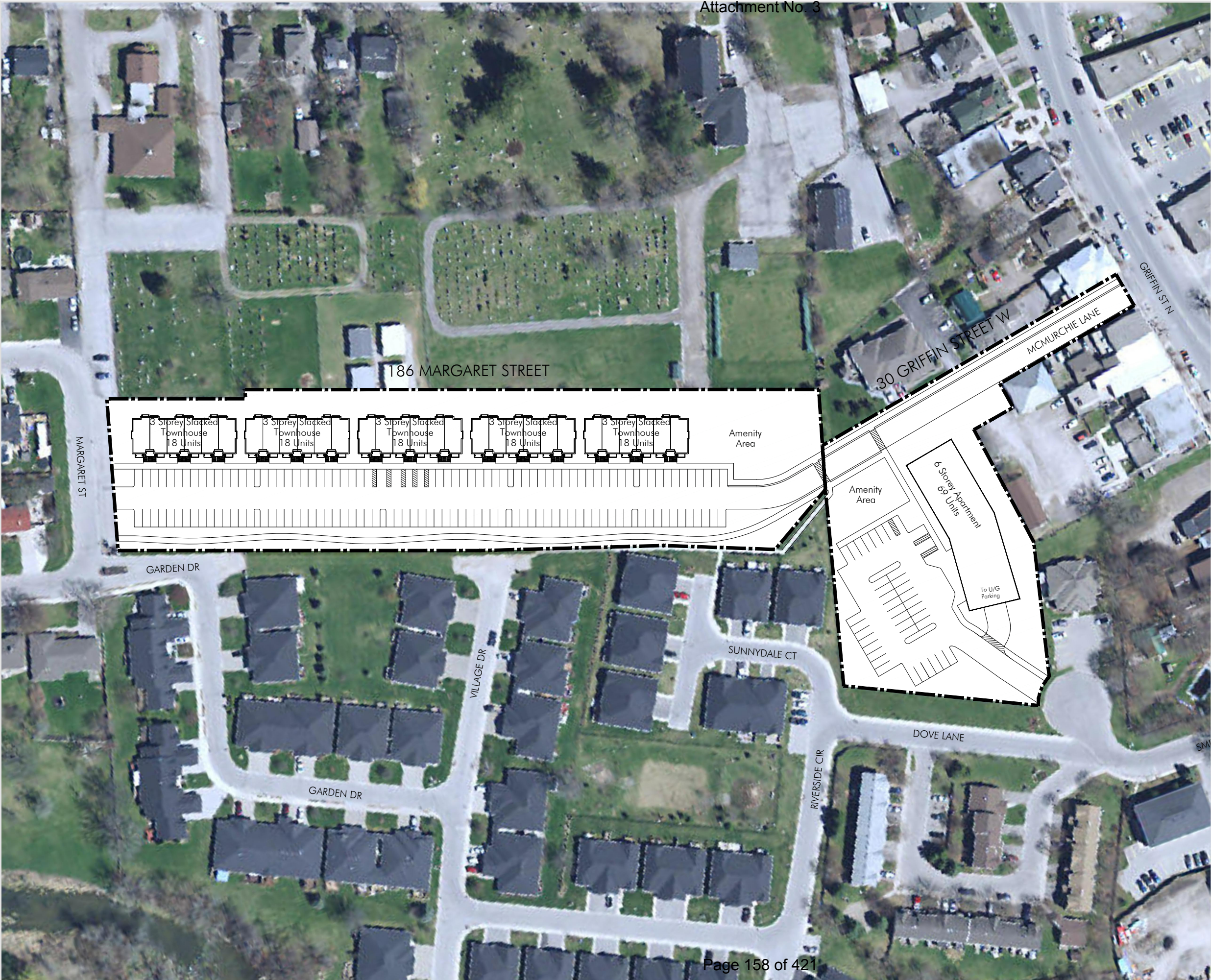
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Griffin Street &amp; Griffin Street N/St Catharines St



# FIGURES



Concept Plan

St. Martin School  
186 Margaret St  
Township of West Lincoln

 Subject Lands

ZONING: RM3 & RH

**186 Margaret Street**

Area: ±1.264 ha  
Units: 90  
Density: 71.2 upha

Parking Required: 1.5 spaces/unit: 135  
4% accessible spaces: 5

Parking Provided: 1.5 spaces/unit: 135  
4% accessible spaces: 5

**30 Griffin Street W**

Area: ±0.719 ha  
Units: 69  
Density: 95.9 upha

Parking Required: 1.5 spaces/unit: 86  
4% accessible spaces: 4

Parking Provided: 1.5 spaces/unit: 86  
36 Surface  
50 Underground  
4% accessible spaces:  
4 Surface

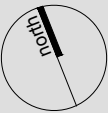
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SWOOP 2015 Aerial Imagery

**Date:** January 23, 2020

**Scale:** 1:1,250

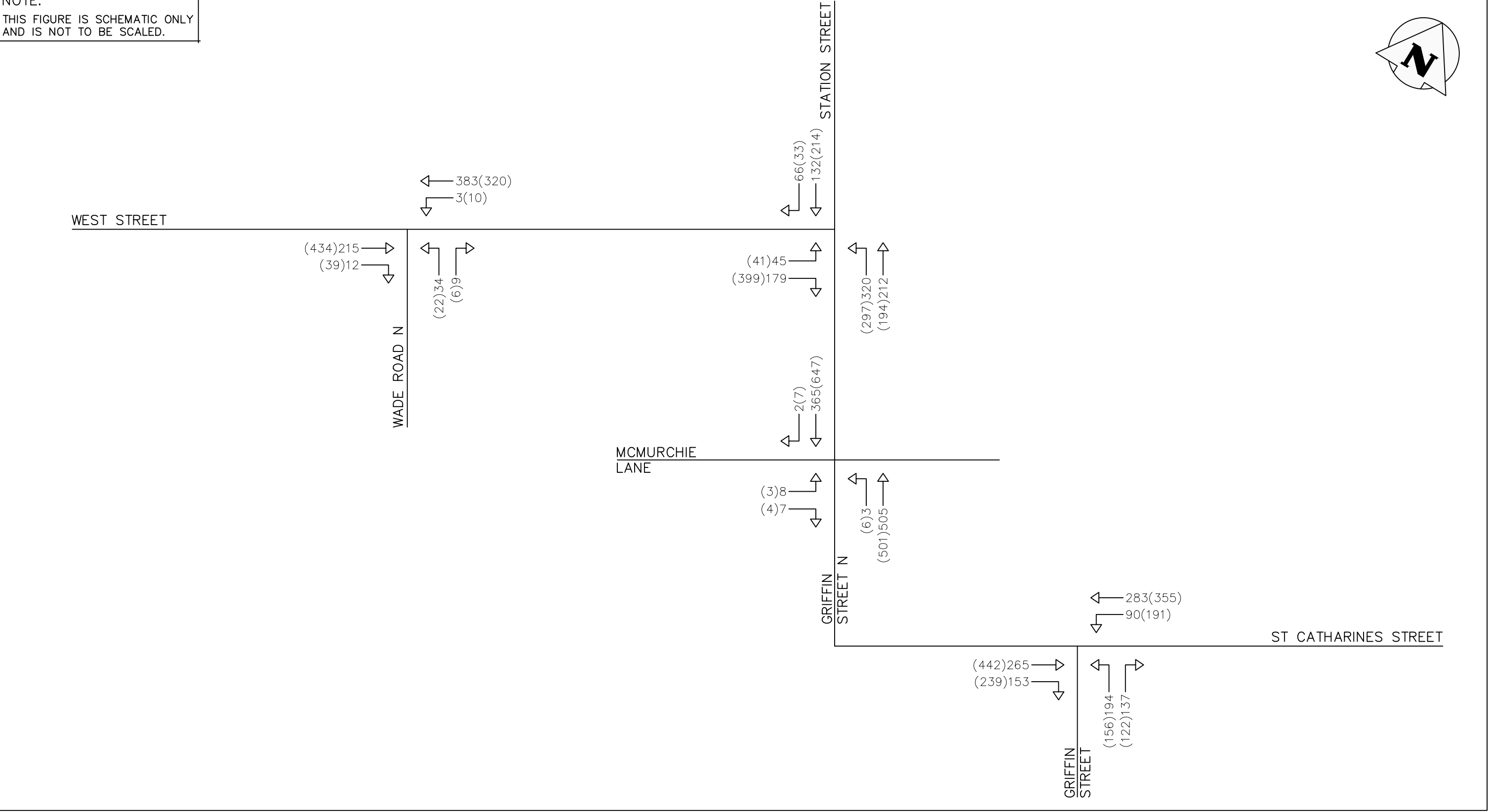
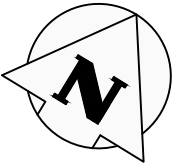
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**Drawn:** JB



K:\08234V - SCHOOL SITE CONCEPT PLANS\CP\186 MARGARET  
ST\MARGARET\_CP\_23JAN2020.DWG

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

2020 EXISTING TRAFFIC VOLUMES

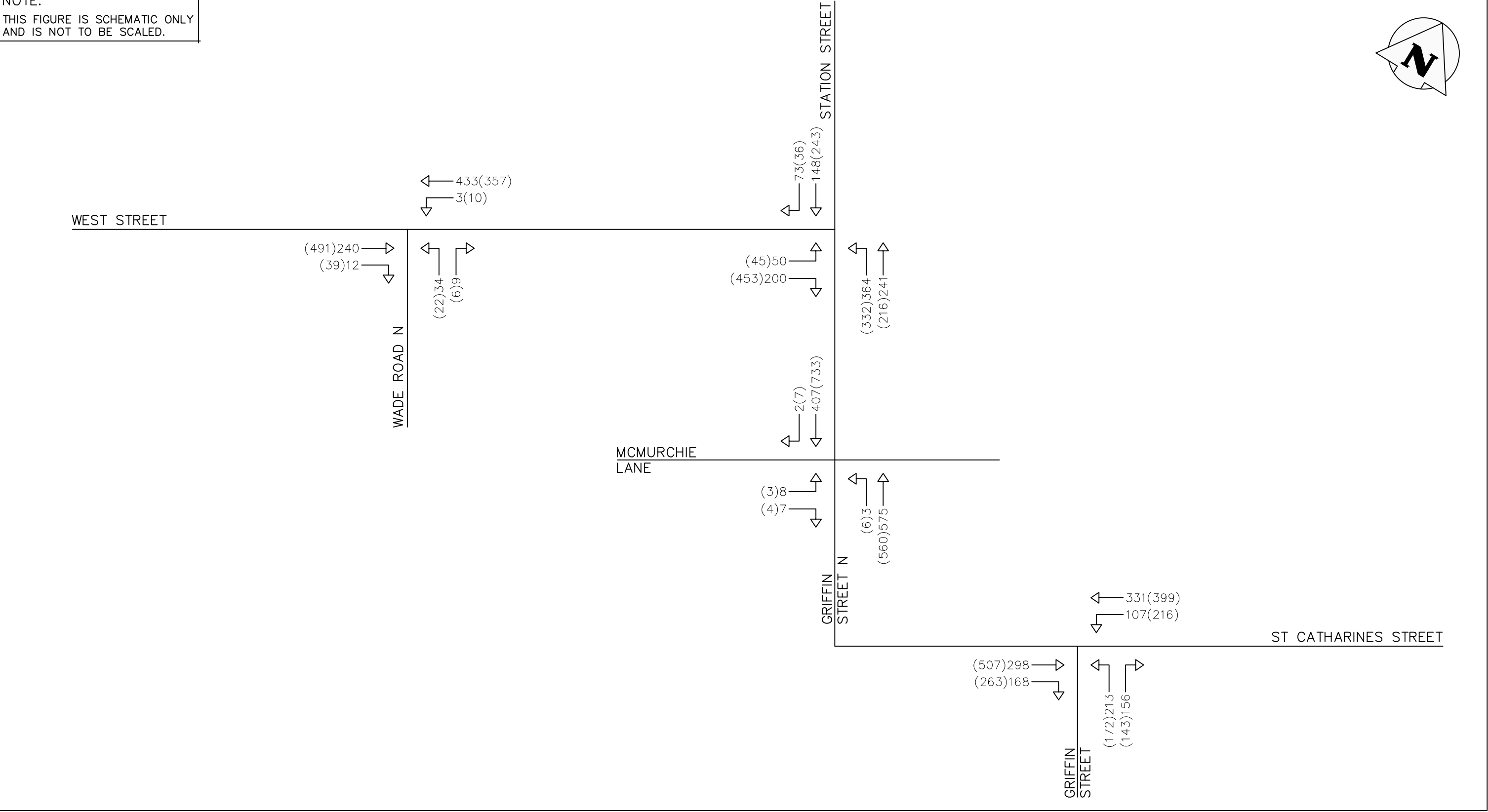
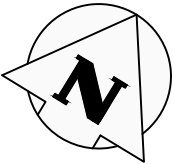


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 02

NOTE:  
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AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

2025 FUTURE BACKGROUND  
TRAFFIC VOLUMES

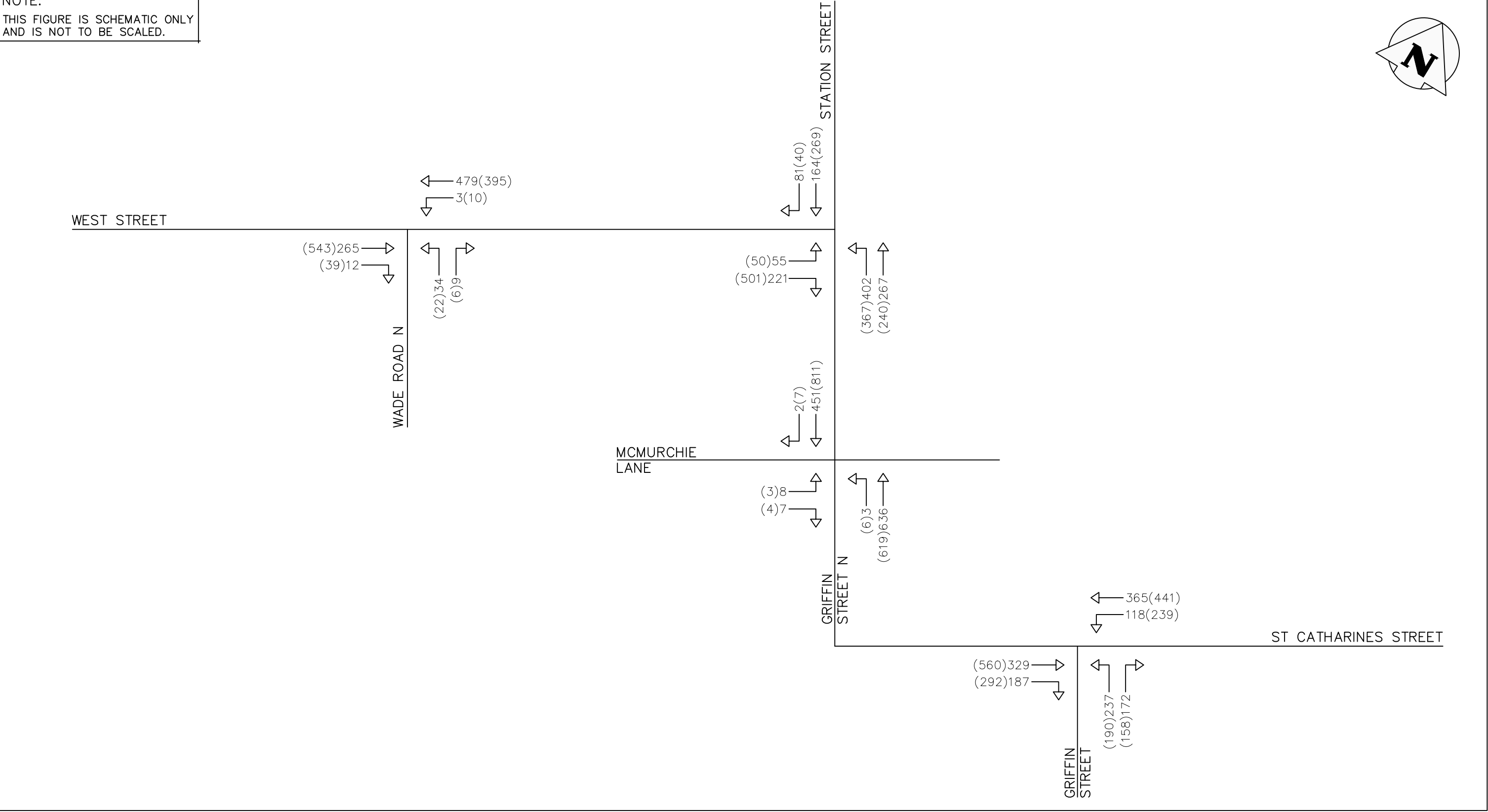
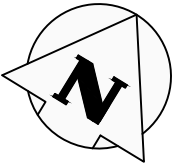


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905 875-4915 F  
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Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 03

NOTE:  
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AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

2030 FUTURE BACKGROUND  
TRAFFIC VOLUMES

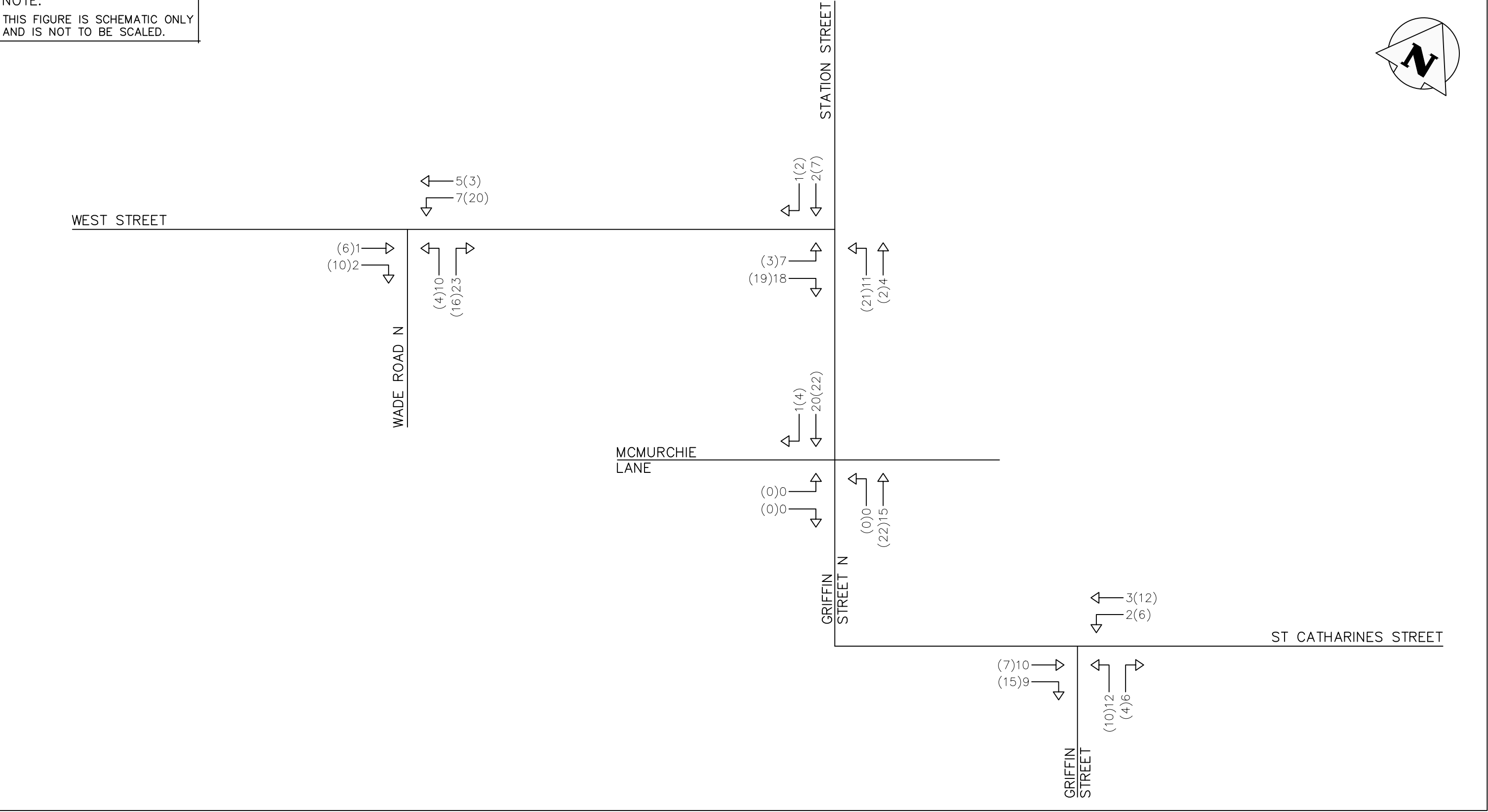
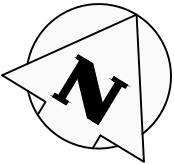


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SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
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Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 04

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LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

SITE GENERATED TRIPS

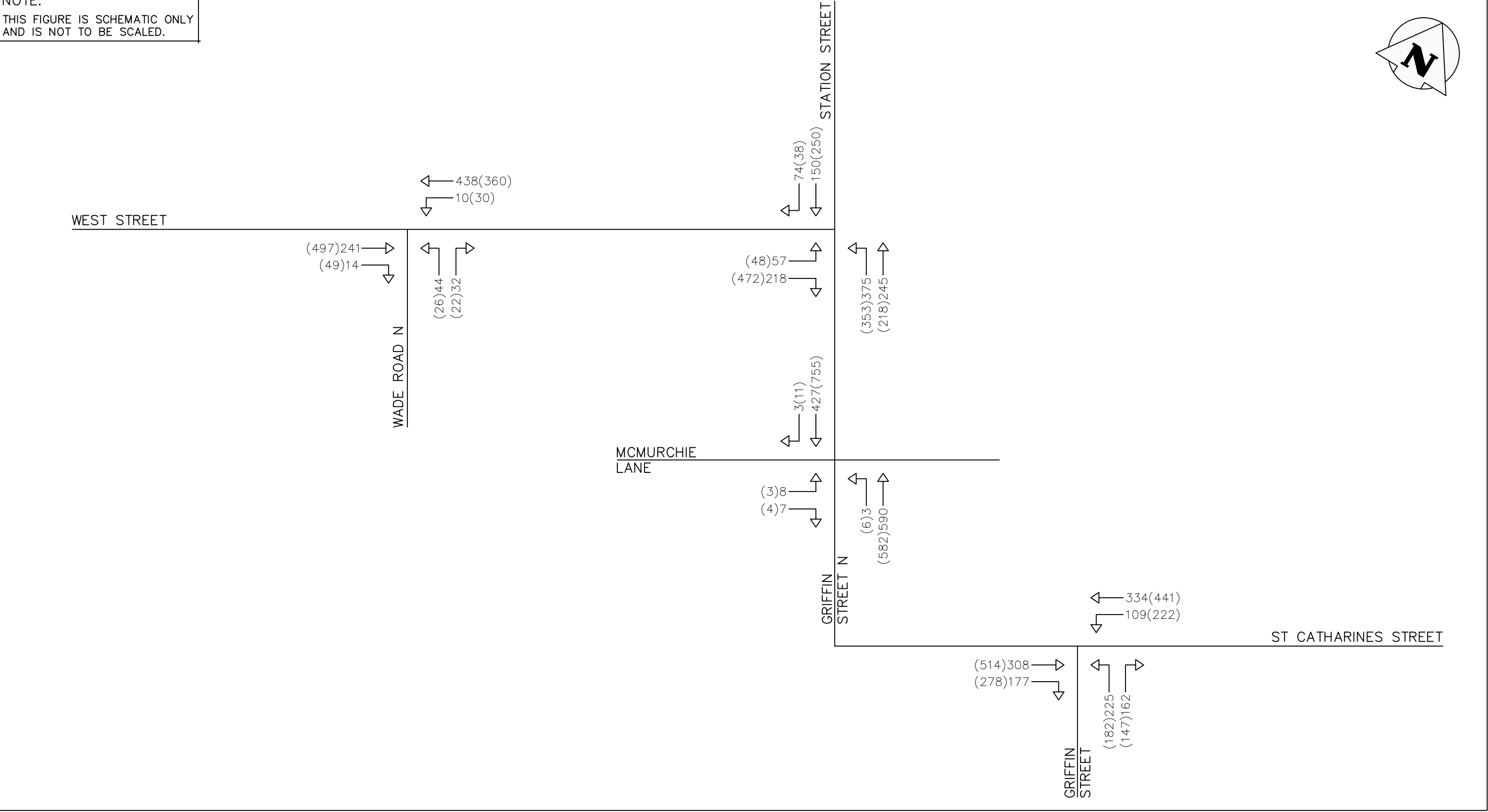
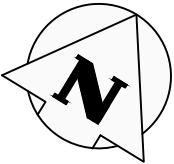


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2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
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Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 05

NOTE:  
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LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

2025 FUTURE TOTAL  
TRAFFIC VOLUMES

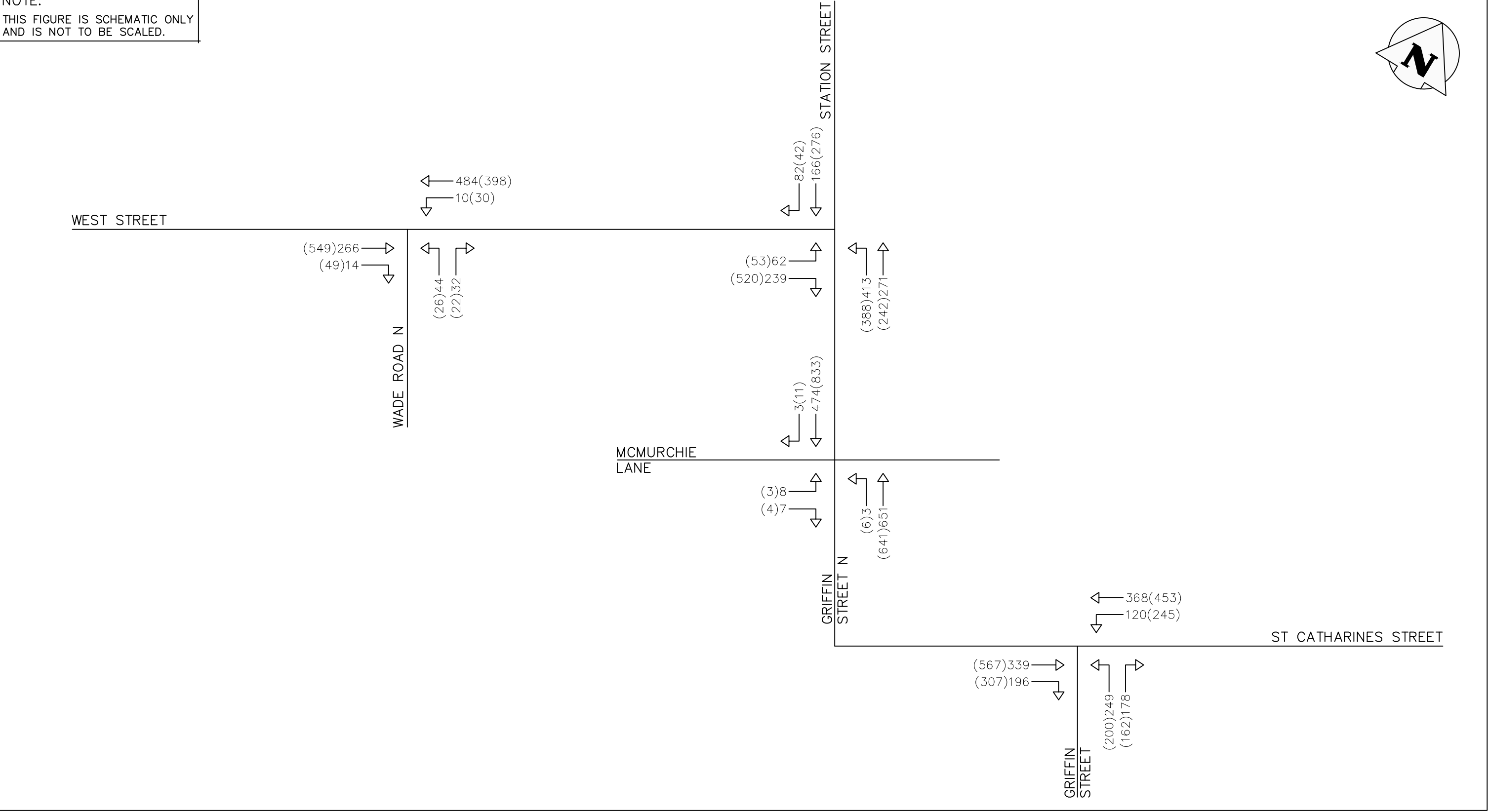
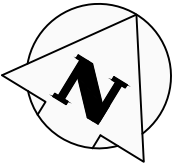


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2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
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Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 06

NOTE:  
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AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

186 MARGARET STREET  
TOWNSHIP OF WEST LINCOLN

2030 FUTURE TOTAL  
TRAFFIC VOLUMES



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SUITE 100  
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905 875-0026 T  
905 875-4915 F  
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Drawn	A.K.	Design	Project No.	529-5575
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 07

**TRANSPORTATION IMPACT BRIEF**

**132 COLLEGE STREET**

**TOWNSHIP OF WEST LINCOLN  
NIAGARA REGION**

**PREPARED FOR:**

**TOWNSHIP OF WEST LINCOLN**

**PREPARED BY:**

**C.F. CROZIER & ASSOCIATES INC.  
2800 HIGH POINT DRIVE, SUITE 100  
MILTON, ON L9T 6P4**

**JULY 2020**

**CFCA FILE NO. 0529-5576**

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## Attachment No. 3

Township of West Lincoln  
132 College Street

Transportation Impact Brief  
July 2020

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Revision Number	Date	Comments
Rev.1	July 2020	Issued for Submission

## 1.0 Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by The Township of West Lincoln to undertake a Transportation Impact Brief in support of the planning application for the site located at 132 College Street, and adjacent Township owned lands, in the Town of West Lincoln.

The subject lands cover an area of approximately 2.185 ha and currently consists of College Street School. The site envisions two 2-storey freehold townhouses for a total of 12 units, four 3-storey stacked townhouses for a total of 60 units and one 4-storey mixed-use ground floor commercial (930 m<sup>2</sup>) building with 30 units. There is one full movement access provided on Morgan Avenue and one on College Street.

Under 2020 existing conditions, the study intersection of St Catharines Street & College Street is expected to operate at a Level of Service "B" during the weekday a.m. and p.m. peak hours. The highest average delay of 11.6 seconds during the weekday a.m. peak hour and 14.6 seconds during the p.m. peak hour per vehicle is observed for the intersection of St Catharines Street & College Street. The maximum volume to capacity ratio is 0.03 during the weekday a.m. and weekday p.m. peak hours.

Under future background conditions, the study intersections are projected to operate similarly to existing conditions. The intersections are expected to operate at a Level of Service "C" or better during the weekday a.m. and p.m. peak period.

To forecast the trips generated by the proposed development, the Institute of Transportation Engineers (ITE) 10th edition data was used. The proposed development is expected to generate 58 new vehicular 2-way trips during the morning peak hour (17 trips in / 41 trips out), and 68 new vehicular 2-way trips during the afternoon peak hour (47 trips in / 21 trips out).

Traffic operations at the study intersections after the addition of site traffic is similar when compared to the future background conditions. The study intersections are expected to operate with a level of service D or better with no individual movement operating overcapacity.

The development application can be supported by a traffic operations perspective. The surrounding road network can accommodate the traffic generated from the residential development proposed for 132 College Street.

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## **2.0 Introduction**

C.F. Crozier & Associates Inc. (Crozier) was retained by The Township of West Lincoln to undertake a Transportation Impact Brief in support of the planning application for the site located at 132 College Street, in the Town of West Lincoln.

## **3.0 Existing Conditions**

### **3.1 Development Lands**

The subject lands cover an area of approximately 2.185 ha and currently consists of College Street School. The subject lands are located in a mixed-use and commercial area. The site is bounded by Morgan Avenue to the north, College Street to the west, vacant lands to the east, and residential units to the south. Figure 1 shows the site location.

### **3.2 Boundary Road Network**

St. Catharines Street is an east-west regional road with a two-lane cross-section. There are sidewalks present along both sides of the roadway. St Catharines Street has a posted speed limit of 50 km/h. College Street is a north-south local road with a two-lane cross-section on the east side.

### **3.3 Traffic Data**

Turning movement counts for the intersection of Griffin Street at Griffin Street N/St Catharines Street (dated June 4, 2019) were received from the Region of Niagara. Given the current COVID-19 crisis, any counts done during the pandemic would not be representative of typical conditions. Therefore, an industry-standard growth rate of 2.0% per annum was applied to through volumes along Catharines Street to grow the volumes to reflect the 2020 traffic volumes. Traffic volumes were then estimated for the intersection of College Street and St Catharines Street. Traffic along College Street was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Detailed calculations and traffic data contained in Appendix A provides a summary of the turning movement counts. Refer to Figure 2 for the existing 2020 traffic volumes.

### **3.4 Traffic Modeling**

The assessment of intersections is based on the method outlined in the "Highway Capacity Manual, 2010" using Synchro 10 modelling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from "A" to "F". For stop-controlled intersections, a Level of Service "A" or "B" would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service "C" through "F" would typically be measured in the commuter peak hours when higher vehicle volumes cause longer travel times. The Level of Service (LOS) definitions for signalized and un-signalized intersections are included in Appendix B.

### **3.5 Intersection Operations**

The traffic operations at the study intersection were analyzed based on the traffic volumes recorded in Figure 2. Detailed capacity analyses are included in Appendix C. Table 1 outlines the existing traffic Levels of Service.

**Table 1 Existing Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))	Maximum V/C & V/C Ratio(s) > 0.85 (Approach)
St Catharines St & College St (Stop Control (SB))	Weekday A.M.	B (11.6 s)	0.03 (SB)
	Weekday P.M.	B (14.6 s)	0.03 (SB)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

As indicated in Table 1, the study intersection of St Catharines Street & College Street is expected to operate at a Level of Service "B" during the weekday a.m. and p.m. peak hours. The highest average delay of 11.6 seconds during the weekday a.m. peak hour and 14.6 seconds during the p.m. peak hour per vehicle is observed for the intersection of St Catharines Street & College Street. The maximum volume to capacity ratio is 0.03 during the weekday a.m. and weekday p.m. peak hours. These metrics indicate that the study intersections are operating efficiently with acceptable delays and reserve capacity to accommodate future increases in traffic volume.

#### 4.0 Development Proposal

The project proposal is for the development of 132 College Street. The subject lands cover an area of approximately 2.185 ha and currently consists of College Street School. The subject lands are located in a mixed-use and commercial area. The site is bounded by Morgan Avenue to the north, College Street to the west, vacant lands to the east, and residential units to the south.

As per the proposed concept plan dated January 29, 2020 (Figure 1), the site envisions two 2-storey freehold townhouses for a total of 12 units, four 3-storey stacked townhouses for a total of 60 units and one 4-storey mixed-use ground floor commercial (930 m<sup>2</sup>) building with 30 units. There is one full movement access provided on Morgan Avenue and one on College Street.

#### 5.0 Future Background Conditions

##### 5.1 Study Horizons

As per the Niagara Region guidelines for Traffic Impact Study, horizon years corresponding to the date of the study commission, as well as five years from the full build-out year is required. Considering the opening year of 2025, 2025 and 2030 horizon years were selected to assess the full operations of the boundary road network with and without the proposed development.

##### 5.2 Traffic Growth Rates and Background Developments

Future background traffic volumes for the 2025 and 2030 horizon years consist of the following components:

- Background traffic growth from outside the study area; and,
- Traffic generated within the study area from other proposed developments.

An industry-standard growth rate of two percent was applied to all major movements along the study intersections.

A background development located at 186 Margaret Street has been included as part of the background developments. The development is expected to generate 68 trips in the weekday a.m. peak hour and 85 trips in the weekday p.m. peak hour. 2025 and 2030, background volumes are illustrated in Figures 3 and 4.

### 5.3 Intersection Operations

The traffic operations at the study intersections were analyzed under future background conditions. Table 2 outlines the 2025 and 2030 future background Levels of Service. Detailed capacity analyses are included in Appendix C.

**Table 2: 2025 and 2030 Future Background Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))		Maximum V/C & V/C Ratio(s) > 0.85 (Approach)	
		2025 Background	2030 Background	2025 Background	2030 Background
St Catharines St & College St (Stop Control (SB))	Weekday A.M.	B (12.2 s)	B (12.9 s)	0.03 (SB)	0.04 (SB)
	Weekday P.M.	C (17.1 s)	C (20.0 s)	0.04 (SB)	0.04 (SB)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

The study intersection is expected to operate at a level of service "C" or better during both weekday a.m. and p.m. peak hours, under 2025 and 2030 future background traffic conditions. Compared to existing conditions, the intersection of St Catharines Street & College Street is expected to experience a maximum increase of 5.4 seconds of control delay. The volume to capacity ratio is expected to increase by 0.01 during the weekday p.m. peak hour. These metrics indicate that the intersections are expected to continue to operate at an efficient level of service, with reserve capacity to accommodate future increases in traffic volumes.

### 6.0 Site Generated Traffic

The proposed daycare center will result in additional vehicles on the boundary road network that previously did not exist. The proposed development will also cause additional turning movements at the study intersections.

The trip generation of the residential facility was forecasted using the fitted curve equations provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, under the Land Use Category 220 "Multifamily Housing (Low Rise)" and Land Use Category 820 "Shopping Centre". Trip generation estimates were based on the Concept Plan dated January 23, 2020, which proposes two 2-storey freehold townhouses for a total of 12 units, four 3-storey stacked townhouses for a total of 60 units and one 4-storey mixed-use ground floor commercial (930 m<sup>2</sup>) building with 30 units. An internal capture of 17% between the residential and commercial uses has been applied. Additionally, a 34% pass-by reduction is also applied during the p.m. peak period. According to the ITE Trip Generation Manual, the development is forecasted to generate 58 and 68 two-way trips in the weekday a.m. and p.m. peak hours, respectively. The forecasted trips are tabulated in Table 3, and the distributed trips are illustrated in Figure 5.

**Table 3: Trip Generation**

Land Use	Units/GFA	Parameter	Weekday A.M.			Weekday P.M.		
			In	Out	2-Way	In	Out	2-Way
Residential Multifamily Housing (Low Rise) (220)	102	Gross Trips	11	38	49	38	22	60
		Internal Capture	0	0	0	5	13	18
		Net New Trips	11	38	49	33	9	42
Retail Shopping Centre (820)	10010.40 sq.ft.	Gross Trips	6	3	9	18	20	38
		Internal Capture	0	0	0	2	5	7
		Pass by	0	0	0	2	3	5
		Net New Trips	6	3	9	14	12	26
Total Net Trips			17	41	58	47	21	68

The proposed development is expected to generate 58 new vehicular 2-way trips during the morning peak hour (17 trips in / 41 trips out), and 68 new vehicular 2-way trips during the afternoon peak hour (47 trips in / 21 trips out).

## 7.0 Total Traffic Conditions

### 7.1 Intersection Operations

The traffic operations at the study intersections were analyzed under future total conditions. Table 4 outlines 2025 and 2030 future total Levels of Service. Detailed capacity analyses are included in Appendix C. The 2025, and 2030 total traffic volumes are illustrated in Figures 6, and 7.

**Table 4: 2025 and 2030 Future Total Levels of Service**

Intersection	Peak Hour	Level of Service (Average Delay per Vehicle(s))		Maximum V/C & V/C Ratio(s) > 0.85 (Approach)	
		2025 Total	2030 Total	2025 Total	2030 Total
St Catharines St & College St (Stop Control (SB))	Weekday A.M.	B (12.4 s)	B (13.1 s)	0.04 (SB)	0.04 (SB)
	Weekday P.M.	C (18.4 s)	C (21.9 s)	0.04 (SB)	0.05 (SB)
College St & Site Access (Stop Control (WB))	Weekday A.M.	A (8.8 s)	A (8.8 s)	0.05 (WB)	0.045 (WB)
	Weekday P.M.	A (8.8 s)	A (8.8 s)	0.03 (WB)	0.03 (WB)

Note1: The Level of Service of a signalized intersection is based on the average control delay per vehicle. The level of service of a stop-controlled intersection is based on the minor (stopped) approach control delay per vehicle.

Note2: The critical v/c ratio is considered to be the maximum v/c ratio at the intersection. All v/c ratios greater than 0.90 are outlined and highlighted.

The study intersections are expected to operate at an unchanged LOS "C" during both weekday a.m. and p.m. peak hours, under 2025 and 2030 future background traffic conditions. Compared to future background conditions, the intersection of St Catharines Street & College Street is expected to experience a maximum increase of 1.9 seconds of control delay. The volume to capacity ratio is expected to increase by 0.01 during the weekday p.m. peak hour. The site access at College Street is expected to operate with a level of service "A" with minimal delays and well under capacity during both horizon years. These metrics indicate that the intersections are expected to continue to operate at an efficient level of service, with the addition of the site generated traffic.

## 8.0 Conclusion and Recommendations

Based on the analysis, our conclusions are as follows:

### Development Proposal

The proposed site will consist of:

- Two 2-storey freehold townhouses for a total of 12 units;
- Four 3-storey stacked townhouses for a total of 60 units;
- One 4-storey mixed-use ground floor commercial building with 30 units (930 m<sup>2</sup>)
- Access point of Morgan Avenue and College Street.

### Existing Conditions

- Traffic volumes along Catharines Street were estimated using the turning movement counts from the intersections Griffin Street at Griffin Street N/St Catharines Street (received from the Region of Niagara).
- An industry-standard growth rate of two percent was applied to traffic volumes to reflect 2020 volumes.
- All intersections operate under capacity in both peak hours.

**Background Conditions**

- An industry-standard growth rate of two percent was applied to all movements along boundary roads in the study area that are not directly entering or exiting the site.
- Background developments included the site traffic generated by development located at 186 Margaret Street in the vicinity of the site.
- All intersections operate with a level of service "C" or better under future background conditions with reserve capacity to accommodate future increases in traffic volumes.

**Traffic Trip Generation**

- An internal capture of 17% between the residential and commercial uses has been applied. Additionally, a 34% pass-by reduction is also applied during the p.m. peak period
- The proposed development is expected to generate 58 new vehicular 2-way trips during the morning peak hour (17 trips in / 41 trips out), and 68 new vehicular 2-way trips during the afternoon peak hour (47 trips in / 21 trips out).

**Future Conditions**

- The intersection capacity analysis under the future total traffic conditions indicates that all the intersections will operate similarly to the future background conditions during both peak hours.

Accordingly, development can be supported by traffic operations and safety perspectives. We trust that this review satisfies any access and transportation concerns associated with the site plan for this development. Please feel free to contact the undersigned for any further information required.

Respectfully submitted,

**CF CROZIER & ASSOCIATES INC.**



Aaron Wignall  
Associate, Transportation

**CF CROZIER & ASSOCIATES INC.**



Kavleen Sachdeva  
Transportation E.I.T.

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# APPENDIX A

## Traffic Data and, Signal Timing Plans



## Turning Movements Report - PM Period

Location..... Griffin Street @ RR20/St Catharines Street

GeoID..... 00094

Municipality. WEST LINCOLN

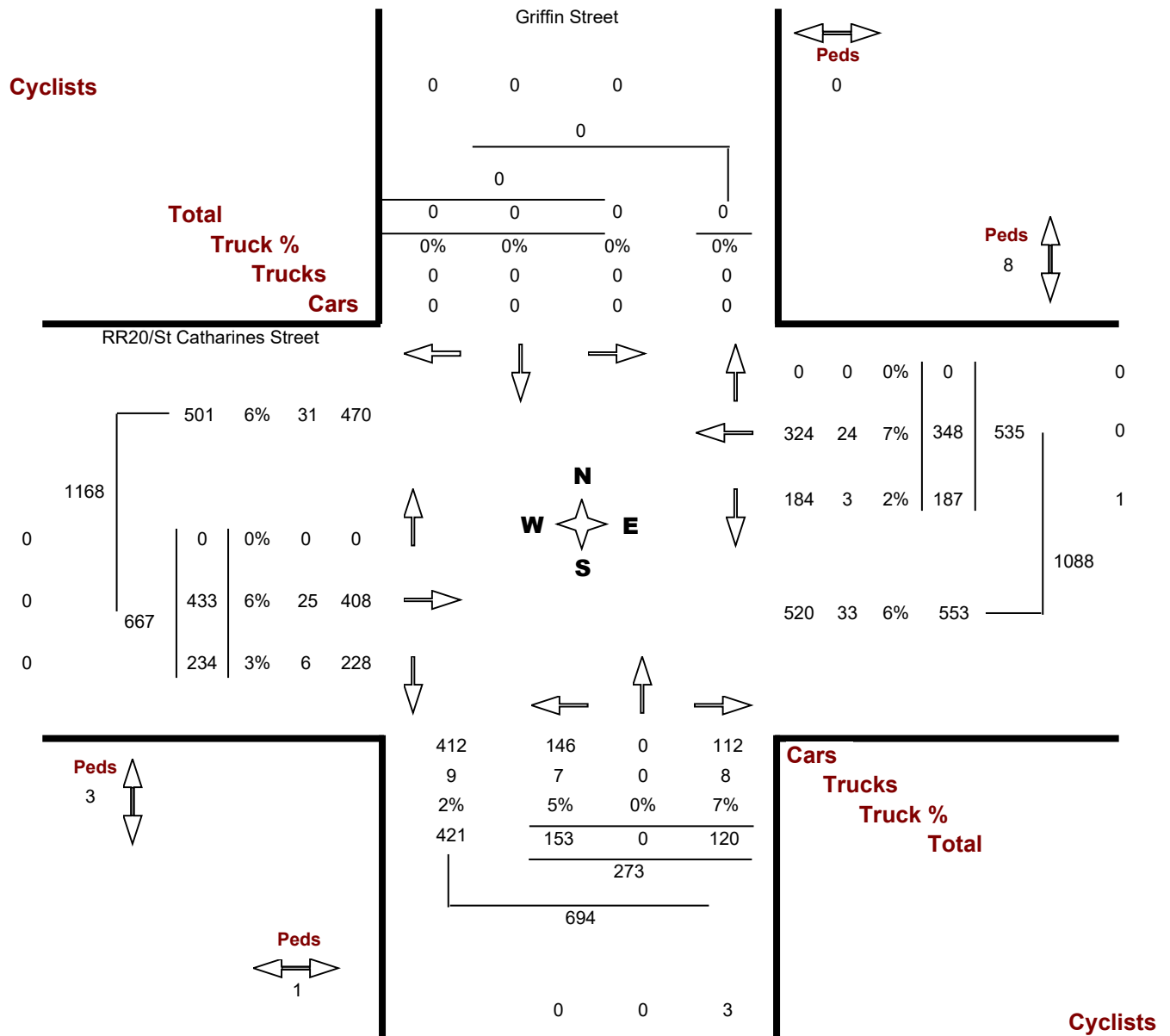
Count Date. Tuesday, 04 June, 2019

Traffic Cont. Traffic signal

Count Time. 03:00 PM — 06:00 PM

Major Dir..... East west

Peak Hour.. 04:15 PM — 05:15 PM







## Turning Movement Count - Details Report (15 min)

**Location.....** Griffin Street @ RR20/St Catharines Street

**Municipality.....** WEST LINCOLN

**Count Date.....** Tuesday, June 04, 2019

Griffin Street											RR20/St Catharines Street									
North Approach						South Approach					East Approach					West Approach				
Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT
07:00 07:15	0	0	0	0	0	44	0	22	0	66	10	52	0	0	62	0	67	21	0	88
07:15 07:30	0	0	0	0	0	40	0	27	0	67	19	71	0	0	90	0	45	18	0	63
07:30 07:45	0	0	0	0	0	48	0	30	0	78	24	83	0	0	107	0	65	21	0	86
07:45 08:00	0	0	0	0	0	54	0	22	0	76	20	87	0	0	107	0	67	30	0	97
Hourly Total	0	0	0	0	0	186	0	101	0	287	73	293	0	0	366	0	244	90	0	334
08:00 08:15	0	0	0	0	0	42	0	27	0	69	21	57	0	0	78	0	60	22	0	82
08:15 08:30	0	0	0	0	0	41	0	21	0	62	16	65	0	0	81	0	65	40	0	105
08:30 08:45	0	0	0	0	0	57	0	40	0	97	21	76	0	0	97	0	57	46	0	103
08:45 09:00	0	0	0	0	0	50	0	46	0	96	30	79	0	0	109	0	78	42	0	120
Hourly Total	0	0	0	0	0	190	0	134	0	324	88	277	0	0	365	0	260	150	0	410
11:00 11:15	0	0	0	0	0	33	0	26	0	59	19	54	0	0	73	0	73	26	0	99
11:15 11:30	0	0	0	0	0	29	0	26	0	55	29	63	0	0	92	0	63	23	0	86
11:30 11:45	0	0	0	0	0	27	0	22	0	49	21	61	0	0	82	0	78	28	0	106
11:45 12:00	0	0	0	0	0	40	0	25	0	65	29	55	0	0	84	0	58	17	0	75
Hourly Total	0	0	0	0	0	129	0	99	0	228	98	233	0	0	331	0	272	94	0	366
12:00 12:15	0	0	0	0	0	33	0	27	0	60	36	53	0	0	89	0	79	32	0	111
12:15 12:30	0	0	0	0	0	28	0	24	0	52	31	69	0	0	100	0	78	34	0	112
12:30 12:45	0	0	0	0	0	30	0	28	0	58	39	79	0	0	118	0	81	30	0	111
12:45 13:00	0	0	0	0	0	49	0	34	0	83	41	74	0	0	115	0	70	26	0	96
Hourly Total	0	0	0	0	0	140	0	113	0	253	147	275	0	0	422	0	308	122	0	430
13:00 13:15	0	0	0	0	0	39	0	29	0	68	36	51	0	0	87	0	61	28	0	89
13:15 13:30	0	0	0	0	0	43	0	25	0	68	30	67	0	0	97	0	59	27	0	86
13:30 13:45	0	0	0	0	0	32	0	23	0	55	28	64	0	0	92	0	64	30	0	94
13:45 14:00	0	0	0	0	0	32	0	18	0	50	28	64	0	0	92	0	74	28	0	102
Hourly Total	0	0	0	0	0	146	0	95	0	241	122	246	0	0	368	0	258	113	0	371
15:00 15:15	0	0	0	0	0	40	0	26	0	66	42	69	0	0	111	0	68	42	0	110
15:15 15:30	0	0	0	0	0	36	0	17	0	53	39	76	0	0	115	0	80	42	0	122
15:30 15:45	0	0	0	0	0	54	0	32	0	86	33	63	0	0	96	0	89	64	0	153
15:45 16:00	0	0	0	0	0	40	0	30	0	70	42	81	0	0	123	0	100	51	0	151
Hourly Total	0	0	0	0	0	170	0	105	0	275	156	289	0	0	445	0	337	199	0	536

# Attachment No. 3

Griffin Street											RR20/St Catharines Street									
North Approach						South Approach					East Approach					West Approach				
Time Period	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT	LT	TH	RT	U-Turn	TOT
16:00 16:15	0	0	0	0	0	36	0	32	0	68	34	63	0	0	97	0	110	63	0	173
16:15 16:30	0	0	0	0	0	34	0	42	0	76	40	94	0	0	134	0	126	55	0	181
16:30 16:45	0	0	0	0	0	36	0	25	0	61	51	86	0	0	137	0	95	57	0	152
16:45 17:00	0	0	0	0	0	27	0	25	0	52	55	81	0	0	136	0	94	63	0	157
Hourly Total	0	0	0	0	0	133	0	124	0	257	180	324	0	0	504	0	425	238	0	663
17:00 17:15	0	0	0	0	0	56	0	28	0	84	41	87	0	0	128	0	118	59	0	177
17:15 17:30	0	0	0	0	0	38	0	15	0	53	49	75	0	0	124	0	110	59	0	169
17:30 17:45	0	0	0	0	0	43	0	29	0	72	39	74	0	0	113	0	107	65	0	172
17:45 18:00	0	0	0	0	0	33	0	17	0	50	42	88	0	0	130	0	99	52	0	151
Hourly Total	0	0	0	0	0	170	0	89	0	259	171	324	0	0	495	0	434	235	0	669
Grand Total	0	0	0	0	0	1264	0	860	0	2124	1035	2261	0	0	3296	0	2538	1241	0	3779
Truck %	0%	0%	0%	0%	0%	5%	0%	5%	0%	5%	3%	10%	0%	0%	8%	0%	10%	5%	0%	8%

# APPENDIX B

## Levels of Service Definitions

Level of Service Definitions

Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	$> 10$ and $\leq 20$	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	$> 20$ and $\leq 35$	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	$> 35$ and $\leq 55$	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	$> 55$ and $\leq 80$	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	$> 80$	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

## Level of Service Definitions

## Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	$> 10$ and $\leq 15$	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	$> 15$ and $\leq 25$	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	$> 25$ and $\leq 35$	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	$> 35$ and $\leq 50$	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	$> 50$	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.












Adapted from Highway Capacity Manual 2000, Transportation Research Board

# APPENDIX C

## Detailed Capacity Analyses












# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

Existing AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	397	359	1	3	14
Future Volume (Veh/h)	5	397	359	1	3	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	432	390	1	3	15
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)		69				
pX, platoon unblocked					0.85	
vC, conflicting volume	391				832	390
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391				716	390
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	98
cM capacity (veh/h)	1168				336	658
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	5	432	391	18		
Volume Left	5	0	0	3		
Volume Right	0	0	1	15		
cSH	1168	1700	1700	568		
Volume to Capacity	0.00	0.25	0.23	0.03		
Queue Length 95th (m)	0.1	0.0	0.0	0.7		
Control Delay (s)	8.1	0.0	0.0	11.6		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	11.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.7%	ICU Level of Service	A	
Analysis Period (min)			15			












# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

Existing PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	550	538	3	2	8
Future Volume (Veh/h)	14	550	538	3	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	598	585	3	2	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)		69				
pX, platoon unblocked					0.74	
vC, conflicting volume	588				1214	586
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	588				1117	586
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	987				168	510
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	15	598	588	11		
Volume Left	15	0	0	2		
Volume Right	0	0	3	9		
cSH	987	1700	1700	372		
Volume to Capacity	0.02	0.35	0.35	0.03		
Queue Length 95th (m)	0.4	0.0	0.0	0.7		
Control Delay (s)	8.7	0.0	0.0	15.0		
Lane LOS	A			B		
Approach Delay (s)	0.2		0.0	15.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St












2025 Future Background AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	453	400	1	3	14
Future Volume (Veh/h)	5	453	400	1	3	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	492	435	1	3	15
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)		69				
pX, platoon unblocked					0.83	
vC, conflicting volume	436				938	436
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436				825	436
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	98
cM capacity (veh/h)	1124				284	621
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	5	492	436	18		
Volume Left	5	0	0	3		
Volume Right	0	0	1	15		
cSH	1124	1700	1700	518		
Volume to Capacity	0.00	0.29	0.26	0.03		
Queue Length 95th (m)	0.1	0.0	0.0	0.8		
Control Delay (s)	8.2	0.0	0.0	12.2		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	12.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			35.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis












2025 Future Background PM Peak Hour

## 5: St Catharines St & College St

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	616	610	3	2	8
Future Volume (Veh/h)	14	616	610	3	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	670	663	3	2	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		69				
pX, platoon unblocked					0.72	
vC, conflicting volume	666				1364	664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	666				1311	664
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	98
cM capacity (veh/h)	923				124	460
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	15	670	666	11		
Volume Left	15	0	0	2		
Volume Right	0	0	3	9		
cSH	923	1700	1700	308		
Volume to Capacity	0.02	0.39	0.39	0.04		
Queue Length 95th (m)	0.4	0.0	0.0	0.8		
Control Delay (s)	9.0	0.0	0.0	17.1		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	17.1		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			45.2%		ICU Level of Service	A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2025 Future Total AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	453	400	7	3	14
Future Volume (Veh/h)	16	453	400	7	3	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	492	435	8	3	15
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)		69				
pX, platoon unblocked					0.83	
vC, conflicting volume	443				965	439
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	443				855	439
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	1117				268	618
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	17	492	443	18		
Volume Left	17	0	0	3		
Volume Right	0	0	8	15		
cSH	1117	1700	1700	508		
Volume to Capacity	0.02	0.29	0.26	0.04		
Queue Length 95th (m)	0.4	0.0	0.0	0.8		
Control Delay (s)	8.3	0.0	0.0	12.4		
Lane LOS	A			B		
Approach Delay (s)	0.3		0.0	12.4		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			35.9%	ICU Level of Service		A
Analysis Period (min)			15			












# HCM Unsignalized Intersection Capacity Analysis6: College St & Site Access

2025 Future Total AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	41	0	4	17	0	11
Future Volume (Veh/h)	41	0	4	17	0	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	0	4	18	0	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	25	13			22	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	25	13			22	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	991	1067			1593	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	45	22	12			
Volume Left	45	0	0			
Volume Right	0	18	0			
cSH	991	1700	1593			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (m)	1.1	0.0	0.0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2025 Future Total PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	615	609	21	2	8
Future Volume (Veh/h)	45	615	609	21	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	668	662	23	2	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)		69				
pX, platoon unblocked					0.71	
vC, conflicting volume	685				1440	674
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	685				1415	674
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				98	98
cM capacity (veh/h)	908				102	455
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	49	668	685	11		
Volume Left	49	0	0	2		
Volume Right	0	0	23	9		
cSH	908	1700	1700	280		
Volume to Capacity	0.05	0.39	0.40	0.04		
Queue Length 95th (m)	1.3	0.0	0.0	0.9		
Control Delay (s)	9.2	0.0	0.0	18.4		
Lane LOS	A			C		
Approach Delay (s)	0.6		0.0	18.4		
Approach LOS				C		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			50.6%		ICU Level of Service	A
Analysis Period (min)			15			












# HCM Unsignalized Intersection Capacity Analysis6: College St & Site Access

2025 Future Total PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	26	0	10	49	0	6
Future Volume (Veh/h)	26	0	10	49	0	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	11	53	0	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	44	38			64	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	38			64	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	966	1035			1538	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	28	64	7			
Volume Left	28	0	0			
Volume Right	0	53	0			
cSH	966	1700	1538			
Volume to Capacity	0.03	0.04	0.00			
Queue Length 95th (m)	0.7	0.0	0.0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay		2.5				
Intersection Capacity Utilization		13.9%		ICU Level of Service		A
Analysis Period (min)		15				












# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2030 Future Background AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	500	443	1	3	14
Future Volume (Veh/h)	5	500	443	1	3	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	543	482	1	3	15
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		69				
pX, platoon unblocked					0.81	
vC, conflicting volume	483				1036	482
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	483				930	482
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	97
cM capacity (veh/h)	1080				241	584
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	5	543	483	18		
Volume Left	5	0	0	3		
Volume Right	0	0	1	15		
cSH	1080	1700	1700	472		
Volume to Capacity	0.00	0.32	0.28	0.04		
Queue Length 95th (m)	0.1	0.0	0.0	0.9		
Control Delay (s)	8.3	0.0	0.0	12.9		
Lane LOS	A			B		
Approach Delay (s)	0.1		0.0	12.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			38.6%		ICU Level of Service	A
Analysis Period (min)			15			












# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2030 Future Background PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	682	674	3	2	8
Future Volume (Veh/h)	14	682	674	3	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	741	733	3	2	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		69				
pX, platoon unblocked					0.68	
vC, conflicting volume	736				1506	734
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	736				1508	734
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	98
cM capacity (veh/h)	870				89	420
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	15	741	736	11		
Volume Left	15	0	0	2		
Volume Right	0	0	3	9		
cSH	870	1700	1700	251		
Volume to Capacity	0.02	0.44	0.43	0.04		
Queue Length 95th (m)	0.4	0.0	0.0	1.0		
Control Delay (s)	9.2	0.0	0.0	20.0		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	20.0		
Approach LOS				C		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			49.0%		ICU Level of Service	A
Analysis Period (min)			15			










# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2030 Future Total AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	500	443	7	3	14
Future Volume (Veh/h)	16	500	443	7	3	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	543	482	8	3	15
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		69				
pX, platoon unblocked					0.81	
vC, conflicting volume	490				1063	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	490				961	486
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	97
cM capacity (veh/h)	1073				227	581
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	17	543	490	18		
Volume Left	17	0	0	3		
Volume Right	0	0	8	15		
cSH	1073	1700	1700	461		
Volume to Capacity	0.02	0.32	0.29	0.04		
Queue Length 95th (m)	0.4	0.0	0.0	0.9		
Control Delay (s)	8.4	0.0	0.0	13.1		
Lane LOS	A			B		
Approach Delay (s)	0.3		0.0	13.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			38.6%		ICU Level of Service	A
Analysis Period (min)			15			












# HCM Unsignalized Intersection Capacity Analysis6: College St & Site Access

2030 Future Total AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	41	0	4	17	0	11
Future Volume (Veh/h)	41	0	4	17	0	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	0	4	18	0	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	25	13			22	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	25	13			22	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	991	1067			1593	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	45	22	12			
Volume Left	45	0	0			
Volume Right	0	18	0			
cSH	991	1700	1593			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (m)	1.1	0.0	0.0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				










# HCM Unsignalized Intersection Capacity Analysis5: St Catharines St & College St

2030 Future Total PM Peak Hour

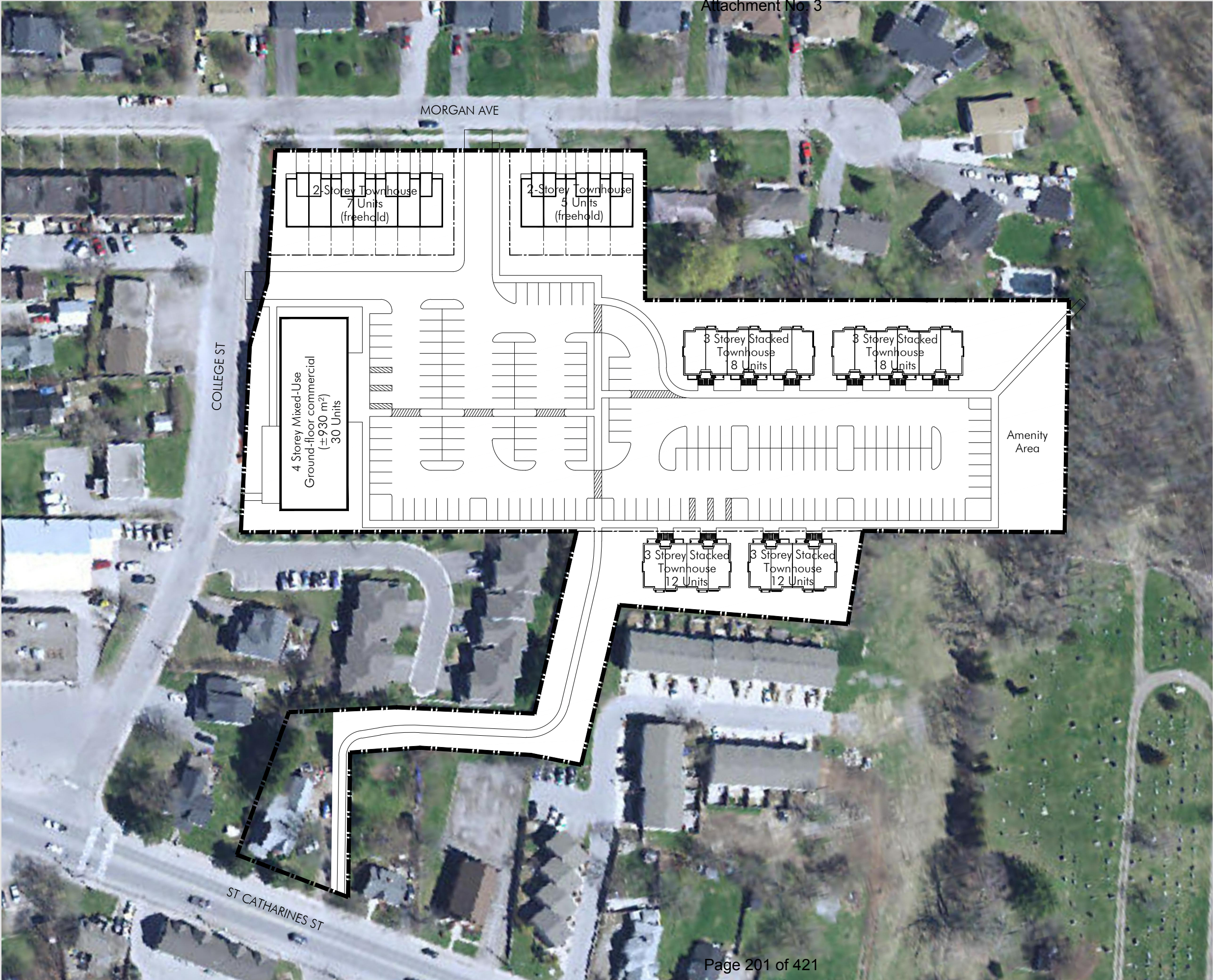
						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	681	673	21	2	8
Future Volume (Veh/h)	45	681	673	21	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	740	732	23	2	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		69				
pX, platoon unblocked					0.68	
vC, conflicting volume	755				1582	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	755				1620	744
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				97	98
cM capacity (veh/h)	855				73	415
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	49	740	755	11		
Volume Left	49	0	0	2		
Volume Right	0	0	23	9		
cSH	855	1700	1700	223		
Volume to Capacity	0.06	0.44	0.44	0.05		
Queue Length 95th (m)	1.4	0.0	0.0	1.2		
Control Delay (s)	9.5	0.0	0.0	21.9		
Lane LOS	A			C		
Approach Delay (s)	0.6		0.0	21.9		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			50.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis6: College St & Site Access

2030 Future Total PM Peak Hour


						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	26	0	10	49	0	6
Future Volume (Veh/h)	26	0	10	49	0	6
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	11	53	0	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	44	38			64	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	38			64	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	966	1035			1538	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	28	64	7			
Volume Left	28	0	0			
Volume Right	0	53	0			
cSH	966	1700	1538			
Volume to Capacity	0.03	0.04	0.00			
Queue Length 95th (m)	0.7	0.0	0.0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		13.9%		ICU Level of Service		A
Analysis Period (min)		15				

# FIGURES



# Concept Plan

College Street School  
132 College Street  
Township of West Lincoln

**Subject Lands**

ZONING: RM3

**132 College Street**  
Area: ±2.185 ha  
Units:  
- 13 2-Storey Townhouses (Freehold)  
- 30 Apartment Units  
- 60 Stacked Townhouse Units  
**Total: 103 Units**

Overall Density: 47.1 upha


Commercial: ±930 m<sup>2</sup>

**Parking Required/Provided:**  
Commercial  
1 space/30 m<sup>2</sup>: 31 spaces


Residential\*  
1.5 spaces/unit: 135 spaces

Accessible spaces: 6

**Notes:**  
SWOOP 2015 Aerial Imagery  
\*Parking requirements for non-freehold units only

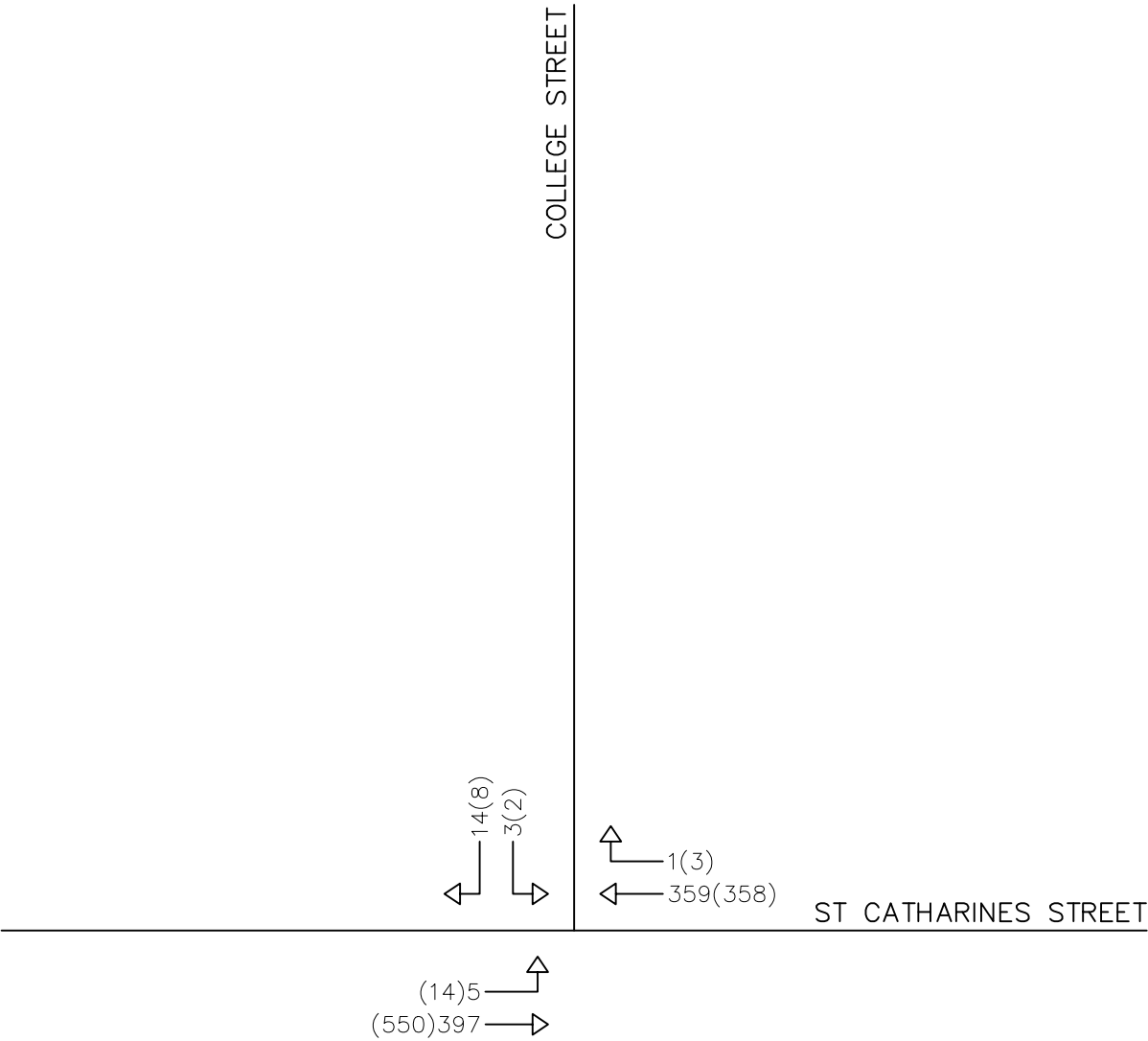
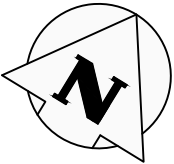
<b>Date:</b> January 29, 2020	
<b>Scale:</b> 1:1,000	
<b>File:</b> 08234V	
<b>Drawn:</b> JB	

K:\08234V - SCHOOL SITE CONCEPT PLANS\CP132 COLLEGE ST\COLLEGE\_CP\_29JAN2020.DWG

**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE**

200-540 BINGEMANS CENTRE DR. KITCHENER, ON. N2B 3X9  
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

2020 EXISTING TRAFFIC VOLUMES

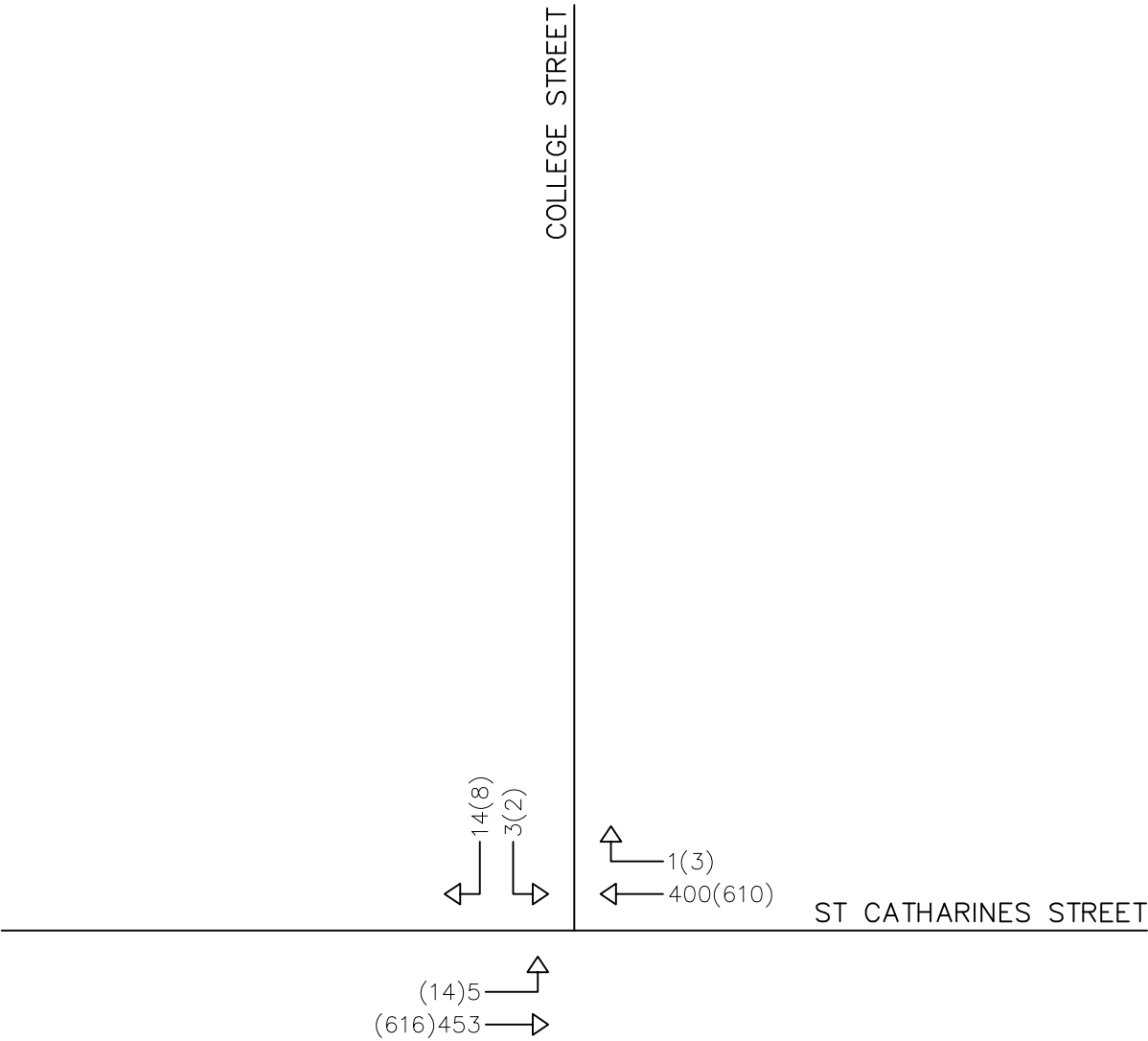
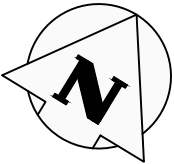


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 02

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

2025 FUTURE BACKGROUND  
TRAFFIC VOLUMES

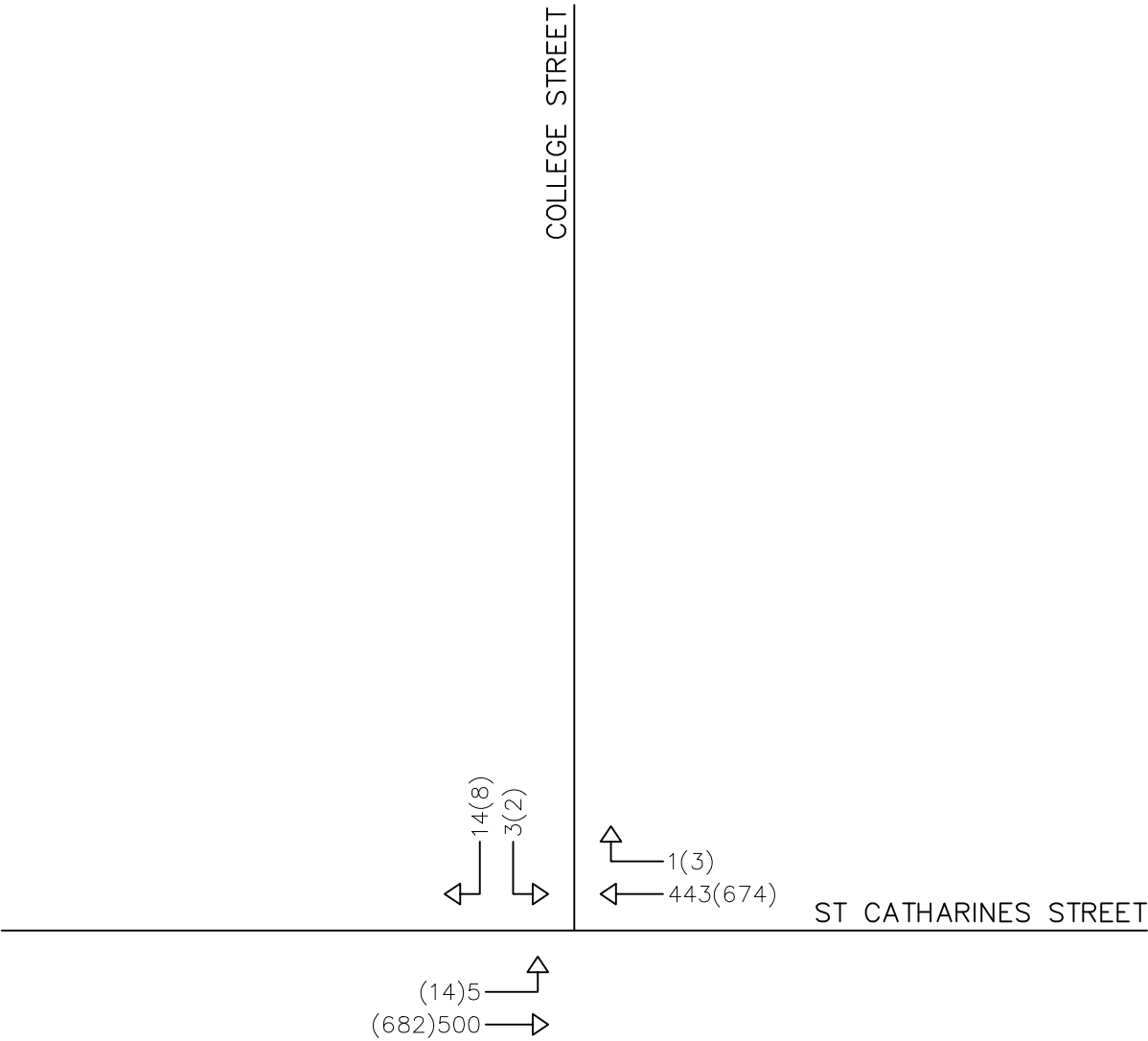
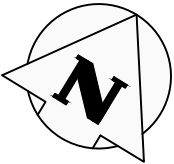


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 03

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

2030 FUTURE BACKGROUND  
TRAFFIC VOLUMES

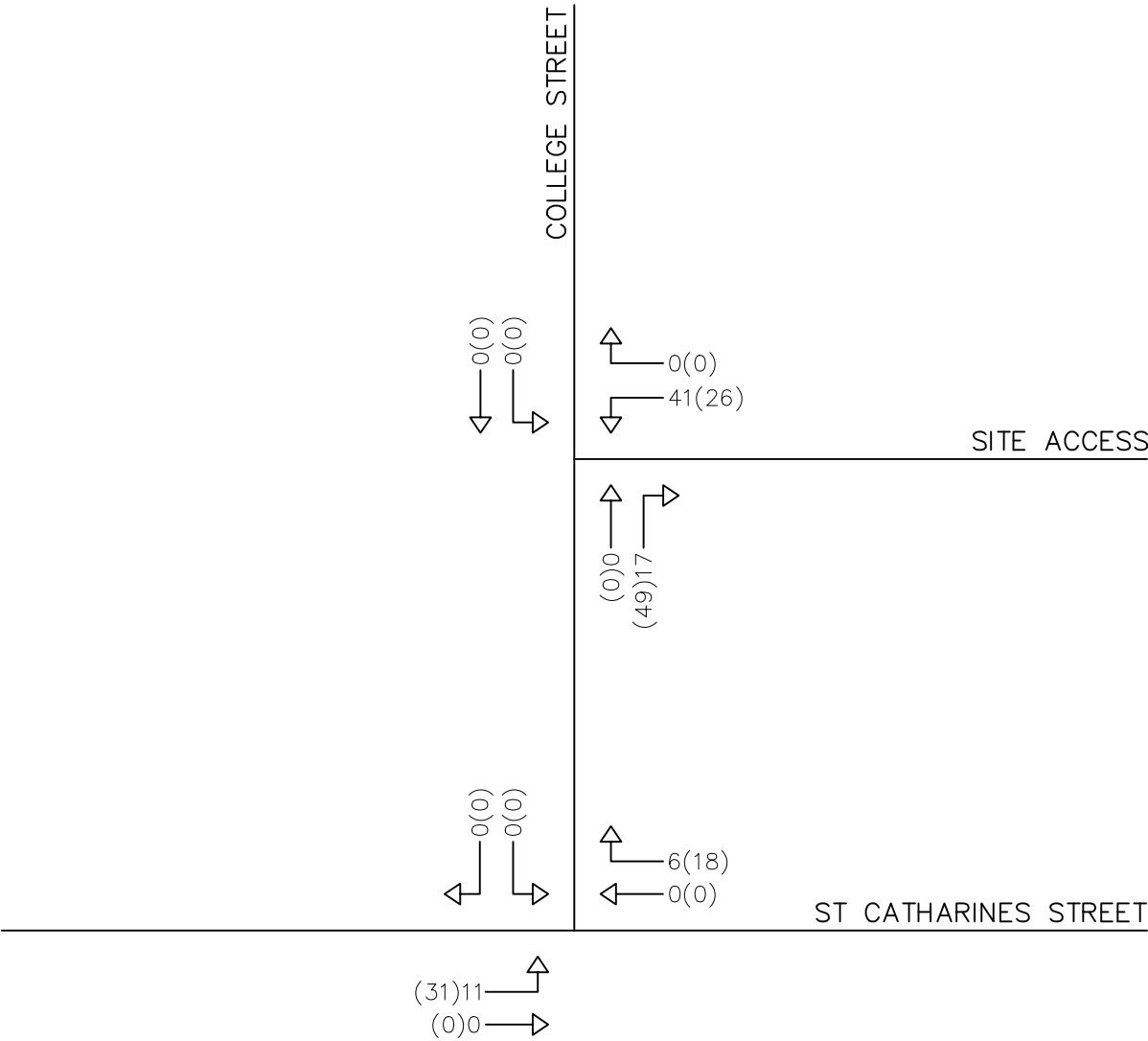
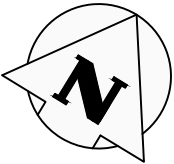


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 04

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

SITE GENERATED TRIPS

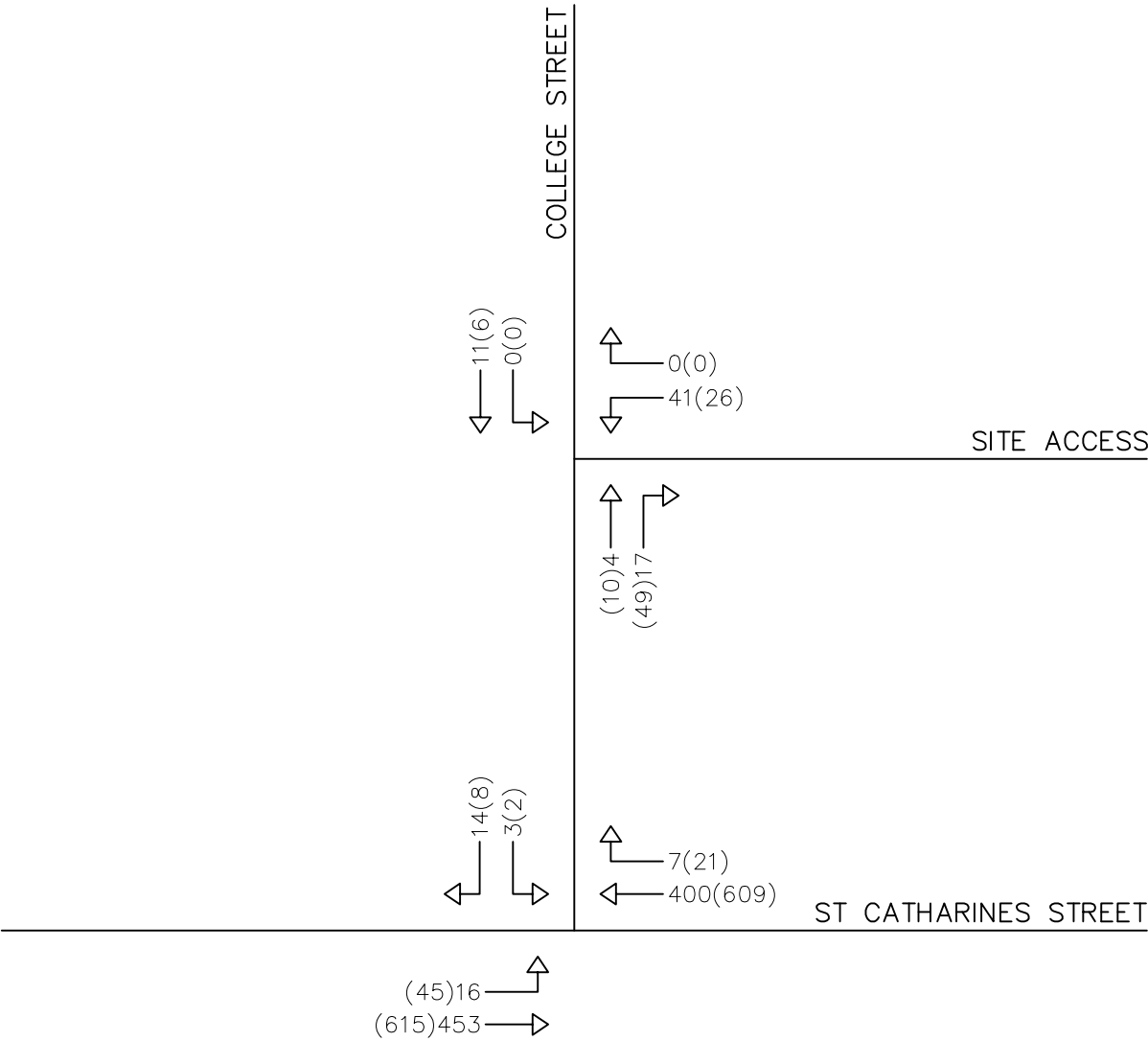
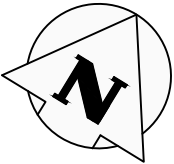


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 05

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

2025 FUTURE TOTAL  
TRAFFIC VOLUMES

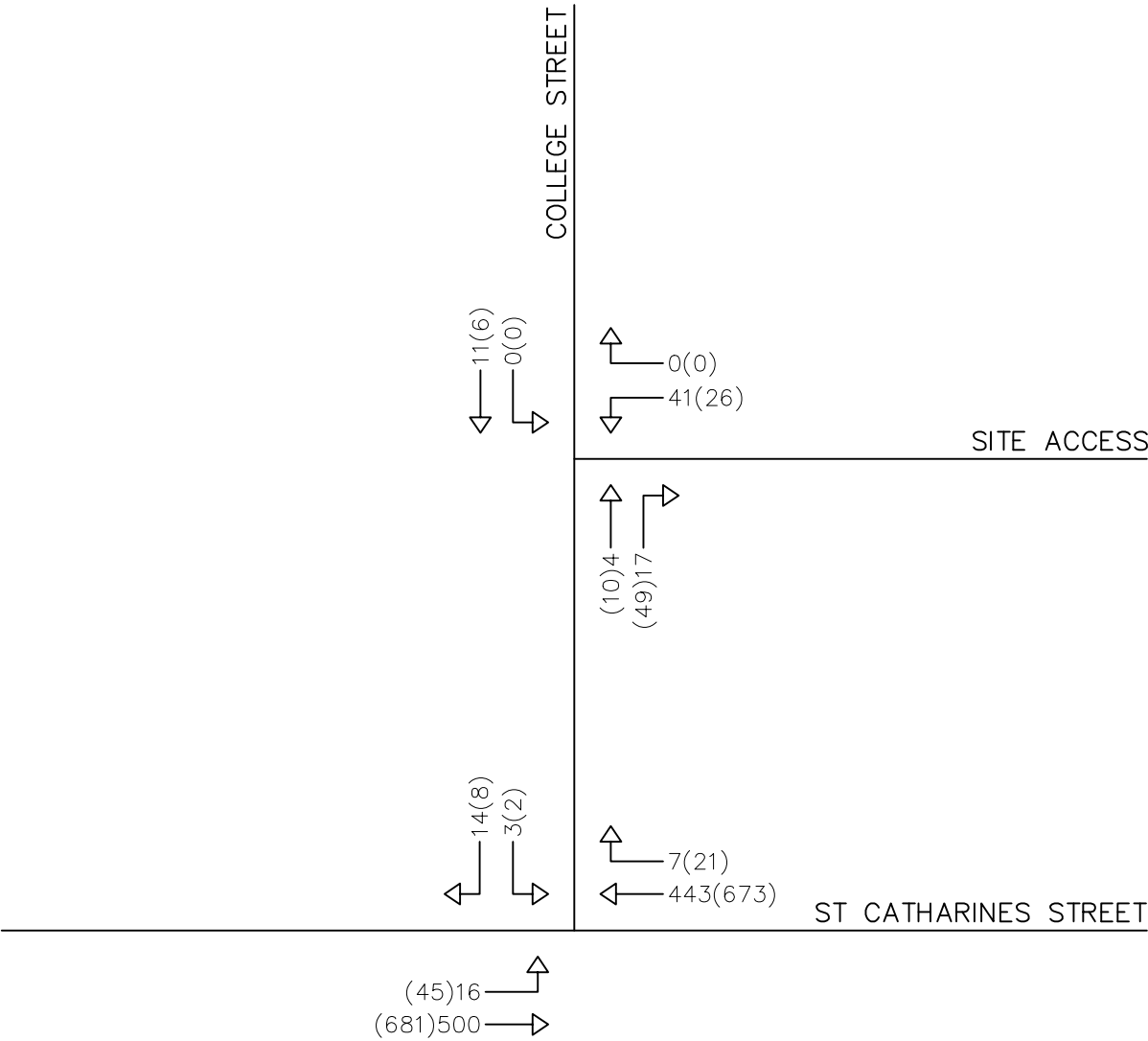
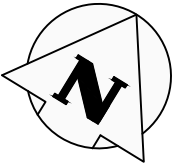


**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 06

NOTE:  
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



LEGEND:  
AM(PM) WEEKDAY AM(PM)  
TRIP DISTRIBUTION

132 COLLEGE STREET  
TOWNSHIP OF WEST LINCOLN

2030 FUTURE TOTAL  
TRAFFIC VOLUMES



**CROZIER  
& ASSOCIATES**  
Consulting Engineers

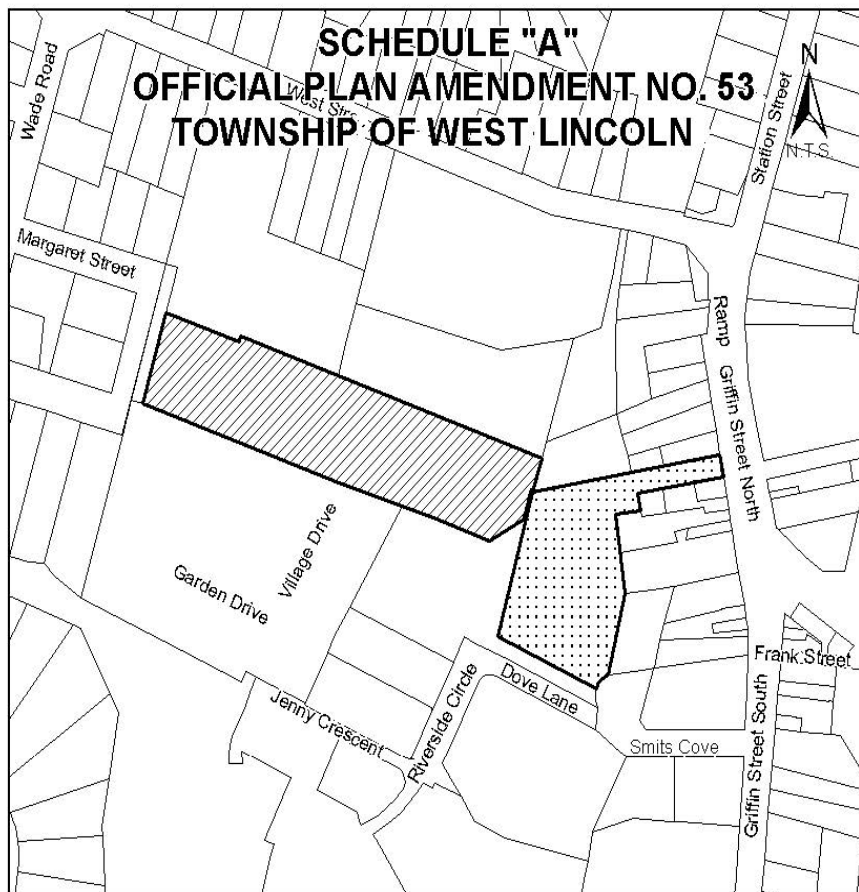
2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn	A.K.	Design	Project No.	529-5576
Check	K.S.	Check	Scale	N.T.S.
			Dwg.	FIG. 07

# *186 Margaret Street*

**DRAFT OFFICIAL PLAN AMENDMENT  
DRAFT ZONING BYLAW AMENDMENT**





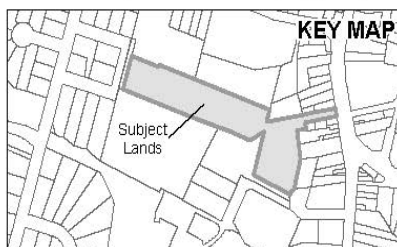
#### Legend

Property Lines

#### Designation Changes

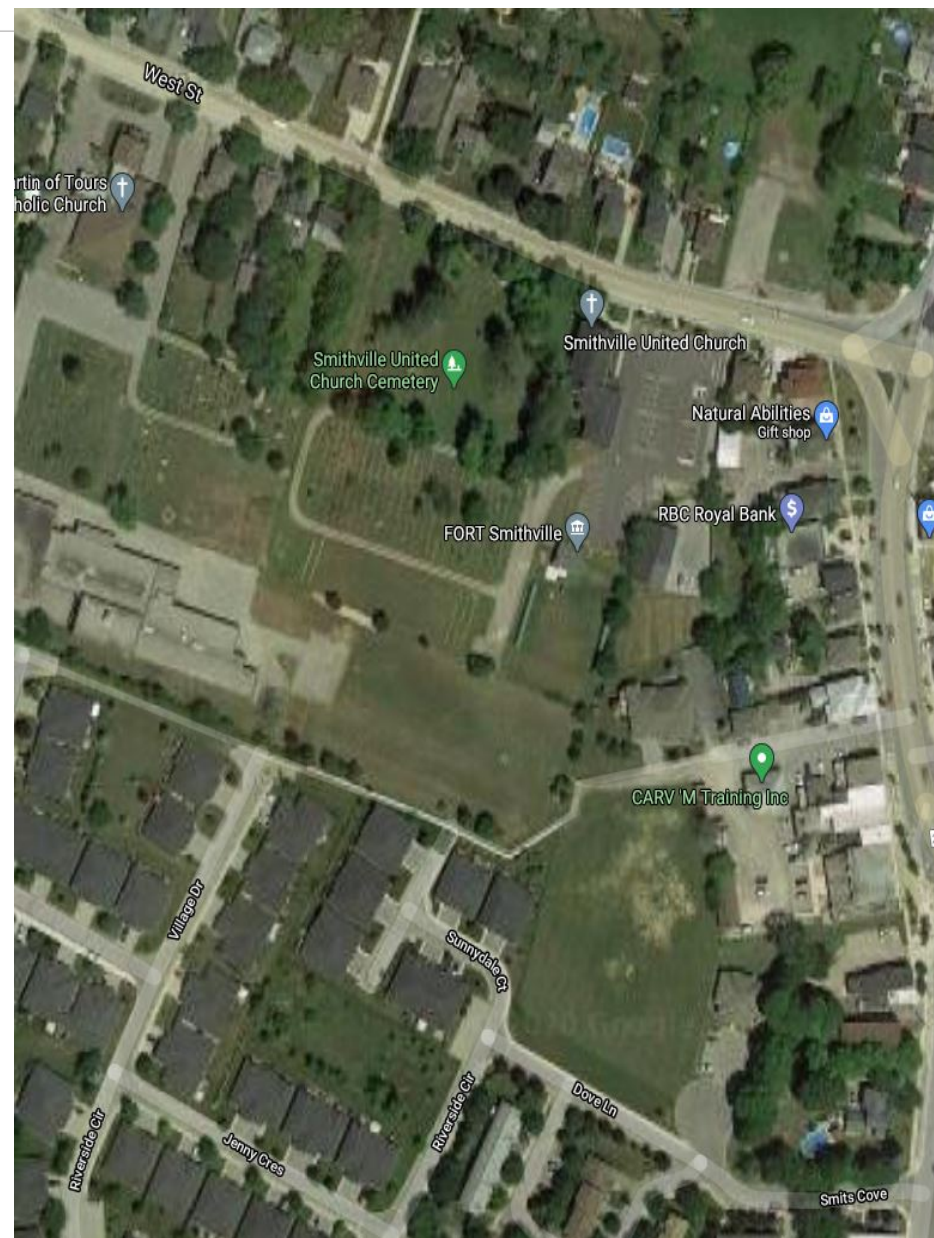
Institutional to High Density Residential

High Density Residential to High Density Residential with Special Policy 6.11.2



This is Schedule 'A' to OPA #53 (As implemented by By-law 2020-\_\_\_ passed on this 27th day of July, 2020).

X:\w\GIS\6. OFFICIAL PLAN MAPPING\OPA Schedule Maps\OPA XX - St. Martins\OPA 53 - St. Martins SP.mxd **July 2020**



## Provincial Growth Plan

The proposed amendments must conform to the Places to Grow and therefore must:

- Promote compact form
- Represent mixed-use development
- Encourage the development of the Urban Area of Smithville as a complete community
- Optimize the use of existing infrastructure
- Contribute towards a mix of housing types, and contribute to meeting the target of a minimum of 50 residents and jobs per hectare.

## Regional Policy Plan

The proposed amendments must confirm to the Regional Policy Plan and therefore development must:

- Promote urban development south of the Niagara Escarpment.
- Maximize the use of existing and planned infrastructure to support growth in a compact and efficient manner.
- Generally encourage intensification throughout the existing built-up area
- Contribute to a sufficient supply and variety of housing in West Lincoln

# TOWNSHIP OF WEST LINCOLN OFFICIAL PLAN

- The current Township of West Lincoln Official Plan will be required to be amended to permit the development of higher density residential development on the subject lands. The lands are currently designated and zoned institutional. The proposed high density residential designation would permit townhomes, triplexes, semidetached dwellings and apartment and condominium buildings. However, the preferred form of ownership will be plans of condominium and for apartment type uses.

A number of principles have to be considered as part of the planning exercise for these properties.

Infill and Intensification must achieve a minimum number of units per hectare at appropriate densities to suit the community (policy 2.2.2).

A minimum percent of all new development must occur within the built boundary in order to meet provincial standards. Our target was 15% under the 2031 growth targets.

The 2041 target will be set as part of the current Municipal Community Planning process (policy 4.C), but will not be less than 15%.

Growth beyond the current urban boundary can occur but must be in tandem with infill and intensification development (policy 4.D).

Development on vacant lots is most likely to be the cheapest development which can generally take advantage of existing sewage, water and transportation services (policy 4.C).

# Urban Design

Smithville's Downtown, its streetscapes, buildings, and open spaces, will be a mixed-use attractive, vibrant, high-quality, safe, sustainable, pedestrian friendly, and transit- ready focal point for residents and visitors of all ages.

- The vacant and underutilized lots in the Downtown area provide opportunities for high-quality infill development and intensification.
- Design objectives for Smithville's residential development include; enhancing the liveability and physical appeal of Smithville through the quality, layout and attractiveness of public streets, private spaces and buildings.
- Ensuring that development meets the Township's criteria.
- Integrating new development sensitively with existing development
- Providing visual diversity, interest and character.
- Designing good transportation access and pedestrian oriented development patterns.

# OFFICIAL PLAN AMENDMENT

## AMENDMENT NUMBER 53

### TO THE

### OFFICIAL PLAN

### OF THE

### TOWNSHIP OF WEST LINCOLN

### AS AMENDED

## PART 1 – THE PREAMBLE

### 1.1 TITLE

This Amendment when adopted by Council shall be known as Amendment Number 53 to the Official Plan of the Township of West Lincoln.

### 1.2 COMPONENTS

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

### 1.3 PURPOSE

The purpose of this Amendment is to provide the best and most efficient use for the former St. Martin's School Site, located at 186 Margaret Street and the adjacent Township Owned Parcel.

### 1.4 BASIS OF THE AMENDMENT

The Township of West Lincoln is proposing to amend the Official Plan to re-designate the subject lands and provide for a site specific policy to permit for a maximum height of 6 storeys on the Township Owned Parcel.

## PART 2 – THE AMENDMENT

### 2.1 PREAMBLE

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text changes constitutes Amendment No. 53 to the Official Plan of the Township of West Lincoln.

### 2.2 DETAILS OF THE AMENDMENT

2.2.1 The text of the Township of West Lincoln Official Plan is hereby amended by adding in Section 6.11 Site Specific Policy Provisions, and renumbering the following sections accordingly, as follows:

#### 6.11 Site Specific Policy Provisions

##### 6.11.2 Township Owned Parcel

a) Building heights shall not exceed 6 storeys.

### 2.3 SCHEDULES OF THIS AMENDMENT

Schedule "A" of this amendment illustrates the location of this amendment.

Schedule "B" of this amendment includes the work done for this amendment such as the staff report, consultants reports, consultants power point and the transportation assessment.

### 2.4 IMPLEMENTATION

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk's department of decision to approve.

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

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

# ZONING BY-LAW AMENDMENT

In order to redevelop 186 Margaret Street for residential uses, a Zoning By-law Amendment to rezone the site in its entirety from “Institutional (I)” to ‘RM3’ would be required. The RM3 (Residential Medium Density) zone category provides the required permissions and performance standards that are necessary to achieve a desired built form and density.

The Township owned parcel of land located immediately adjacent to St Martins School is presently designated as RM2 (Residential Medium Density) these subject lands are proposed to be rezoned to RM3-195 (Residential Medium Density) which contains a Site Specific exception that limits the height to a maximum of 18 metres.



# ZONING BY-LAW AMENDMENT

## THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN

### BY-LAW 2020-XX

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

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

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

1. THAT Schedule 'A' Map 'S5' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M92, Pt of Lot 40, Township of West Lincoln, municipally known as 186 Margaret Street and Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln and shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to Residential Medium Density – Type 3 'RM3' zone.
3. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential Medium Density – Type 2 'RM2' zone to a Residential Medium Density – Type 3 with a site specific exception 'RM3-195' zone.
4. THAT Section 6 of Zoning By-law 2017-70, as amended, is hereby further amended by adding the following to Section 13.2:  
RM3-195:  
Permitted Uses:  
As per the parent zone.  
Regulations:  
As per the parent zone, plus:  
Maximum height = 18m
5. THAT, all other provisions of By-law 2017-70 continue to apply.
6. AND THAT, this By-law shall become effective from and after the date of passing thereof.

READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
27<sup>th</sup> DAY OF JULY, 2020.

DAVE BYLSMA, MAYOR

JOANNE SCIME, CLERK

## EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2020-XX

### Location:

This By-law involves a parcel of land legally known as Plan M92, Pt of Lot 40, Township of West Lincoln, municipally known as 186 Margaret Street and Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln.

### Purpose & Effect:

186 Margaret Street were zoned Institutional 'I'. The rezoning for these lands zoned the subject lands to a Residential Medium Density – Type 3 'RM3' Zone no site specific.

Plan M92, PT Lot 25, RP30R;10008 Parts 1-7, Township of West Lincoln of the subject lands were zoned Residential Medium Density – Type 2 'RM2'. The rezoning for these lands rezoned the subject lands to a Residential Medium Density – Type 3 'RM3-195' Zone with a site specific exception to permit for a maximum height of 18m. This would enable a 6 storey apartment building to be constructed.

### Public Consultation:

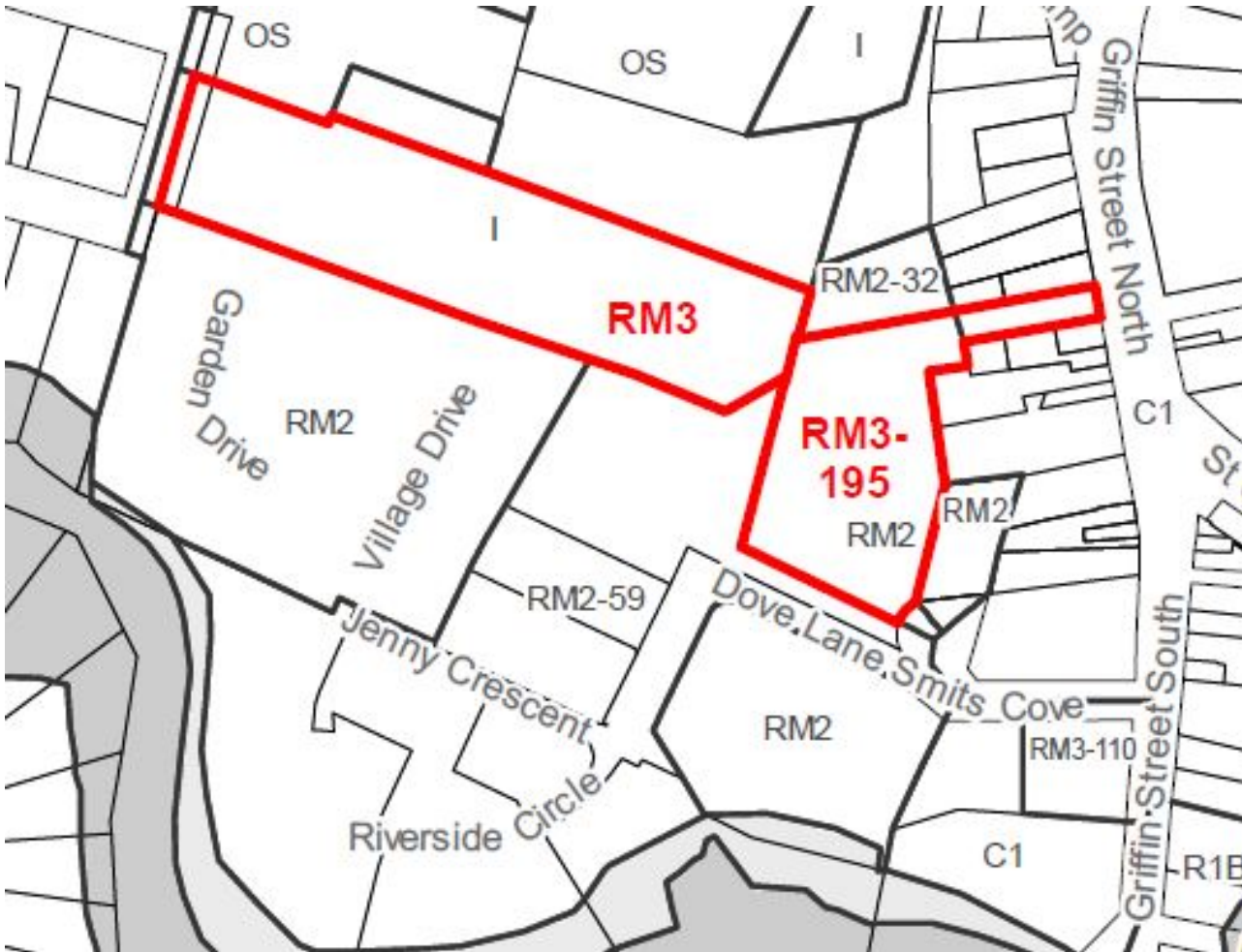
The Public Meeting was held on February 10<sup>th</sup>, 2020. The Township received verbal and written comments from XX neighbour(s) regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-005-20

Applicants: Township of West Lincoln



# ZONING BY-LAW AMENDMENT



- Following the Official Plan Amendment and Zoning By-Law Amendment applications there will be a
- Plan of subdivision/condominium applications.
- Site Plan Control
- Township building permit process

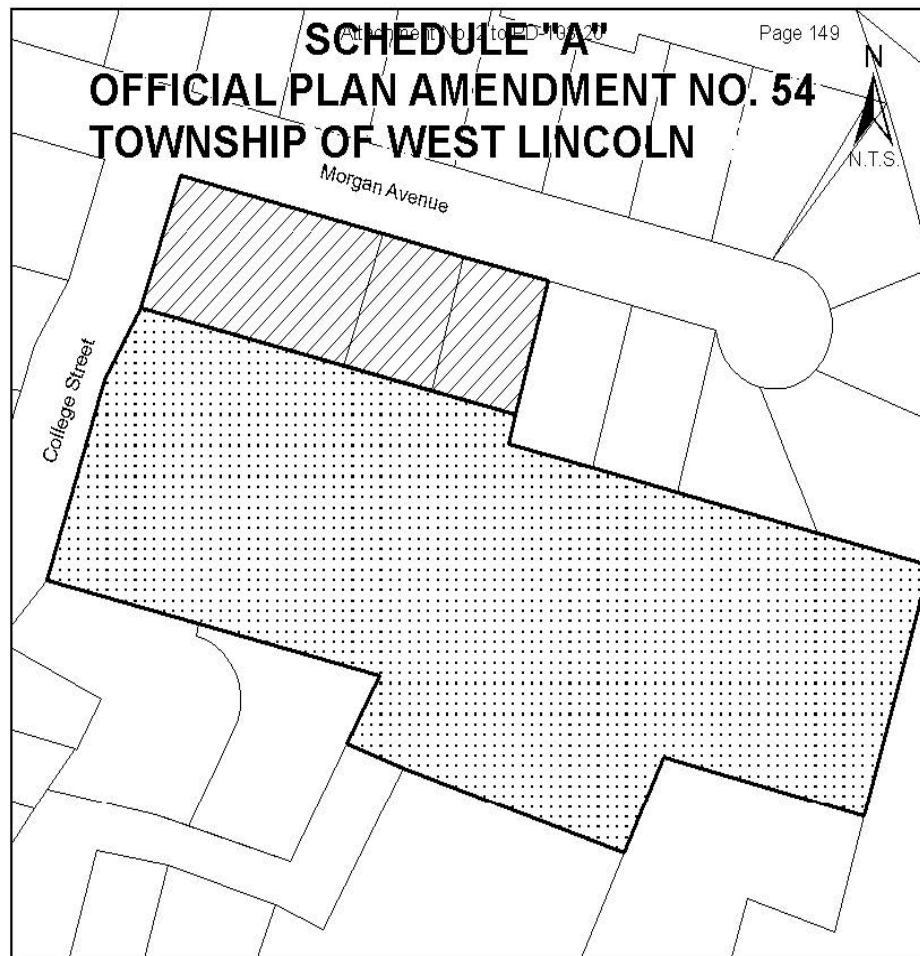
# QUESTIONS?

# *132 College Street*

**DRAFT OFFICIAL PLAN AMENDMENT  
DRAFT ZONING BYLAW AMENDMENT**



# OFFICIAL PLAN AMENDMENT NO. 54 TOWNSHIP OF WEST LINCOLN



N.T.S.

## Legend

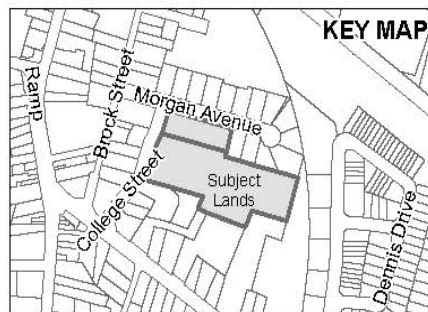
Property Lines

### OP Re-Designations

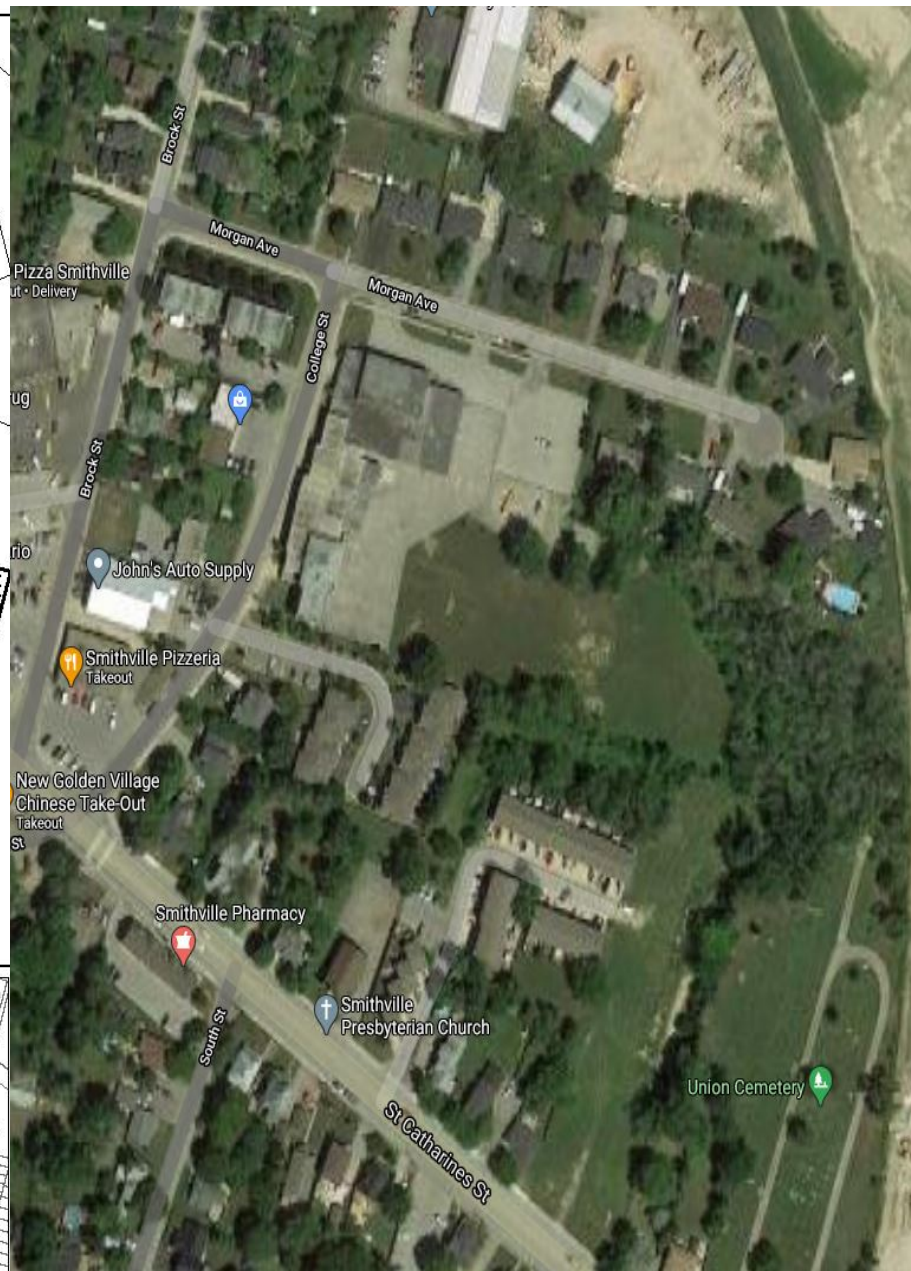
Institutional to Residential/Mixed Use Area (Smithville)

Institutional to Residential/Mixed Use Area (Smithville) with Special Policy 6.11.1

This is Schedule 'A' to OPA #54 (As implemented by By-law 2020-\_\_\_ passed on this 27th day of July, 2020).



## KEY MAP



## Provincial Growth Plan

The proposed amendments must conform to the Places to Grow and therefore must:

- Promote compact form
- Represent mixed-use development
- Encourage the development of the Urban Area of Smithville as a complete community
- Optimize the use of existing infrastructure
- Contribute towards a mix of housing types, and contribute to meeting the target of a minimum of 50 residents and jobs per hectare.

## Regional Policy Plan

The proposed amendments must confirm to the Regional Policy Plan and therefore development must:

- Promote urban development south of the Niagara Escarpment.
- Maximize the use of existing and planned infrastructure to support growth in a compact and efficient manner.
- Generally encourage intensification throughout the existing built-up area
- Contribute to a sufficient supply and variety of housing in West Lincoln

# TOWNSHIP OF WEST LINCOLN OFFICIAL PLAN

- The current Township of West Lincoln Official Plan will be required to be amended to permit the development of higher density residential development on the subject lands. The lands are currently designated and zoned institutional. The proposed high density residential designation would permit townhomes, triplexes, semidetached dwellings and apartment and condominium buildings. However, the preferred form of ownership will be plans of condominium and for apartment type uses.

A number of principles have to be considered as part of the planning exercise for these properties.

Infill and Intensification must achieve a minimum number of units per hectare at appropriate densities to suit the community (policy 2.2.2).

A minimum percent of all new development must occur within the built boundary in order to meet provincial standards. Our target was 15% under the 2031 growth targets.

The 2041 target will be set as part of the current Municipal Community Planning process (policy 4.C), but will not be less than 15%.

Growth beyond the current urban boundary can occur but must be in tandem with infill and intensification development (policy 4.D).

Development on vacant lots is most likely to be the cheapest development which can generally take advantage of existing sewage, water and transportation services (policy 4.C).

# Urban Design

Smithville's Downtown, its streetscapes, buildings, and open spaces, will be a mixed-use attractive, vibrant, high-quality, safe, sustainable, pedestrian friendly, and transit- ready focal point for residents and visitors of all ages.

- The vacant and underutilized lots in the Downtown area provide opportunities for high-quality infill development and intensification.
- Design objectives for Smithville's residential development include; enhancing the liveability and physical appeal of Smithville through the quality, layout and attractiveness of public streets, private spaces and buildings.
- Ensuring that development meets the Township's criteria.
- Integrating new development sensitively with existing development
- Providing visual diversity, interest and character.
- Designing good transportation access and pedestrian oriented development patterns.

# OFFICIAL PLAN AMENDMENT

## AMENDMENT NUMBER 54

### TO THE OFFICIAL PLAN OF THE

### TOWNSHIP OF WEST LINCOLN

### AS AMENDED

## PART 1 – THE PREAMBLE

### 1.1 TITLE

This Amendment when adopted by Council shall be known as Amendment Number 54 to the Official Plan of the Township of West Lincoln.

### 1.2 COMPONENTS

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

### 1.3 PURPOSE

The purpose of this Amendment is to provide the best and most efficient use for the former College Street School, located at 132 College Street and surrounding parcels.

### 1.4 BASIS OF THE AMENDMENT

The Township of West Lincoln is proposing to amend the Official Plan to re-designate the subject lands and provide for a site specific policy to require a minimum density of 40 units per hectare for the site.

## PART 2 – THE AMENDMENT

### 2.1 PREAMBLE

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text changes constitutes Amendment No. 54 to the Official Plan of the Township of West Lincoln.

### 2.2 DETAILS OF THE AMENDMENT

- 2.2.1 The text of the Township of West Lincoln Official Plan is hereby amended by adding in Section 6.11 Site Specific Policy Provisions, and renumbering the following sections accordingly, as follows:

#### 6.11 Site Specific Policy Provisions

##### 6.11.1 College Street Redevelopment & Intensification

- a) That gross density of the High Density Residential designation shall be more than 40 units per hectare.

### 2.3 SCHEDULES OF THIS AMENDMENT

Schedule "A" of this amendment illustrates the location of this amendment.

Schedule "B" of this amendment includes the work done for this amendment such as the staff report, consultants reports, consultants power point and the transportation assessment.

### 2.4 IMPLEMENTATION

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk's department of decision to approve.

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

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

# ZONING BY-LAW AMENDMENT

In order to redevelop 132 College Street for residential uses, a Zoning By-law Amendment to rezone the site in its entirety from “Institutional (I)’ to ‘RM3’ would be required. The RM3 (Residential Medium Density) zone category provides the required permissions and performance standards that are necessary to achieve a desired built form and density.

The Township owned parcel of land located immediately adjacent to St Martins School is presently designated as RM2 (Residential Medium Density) these subject lands are proposed to be rezoned to RM3-195 (Residential Medium Density) which contains a Site Specific exception that limits the height to a maximum of 18 metres.



## THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN

### BY-LAW 2020-XX

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

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

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

1. THAT Schedule 'A' Map 'S5' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M90, Lot 31, in the Township of West Lincoln, known municipally as 132 College Street, Plan M90, Lots 29 & 30, Township of West Lincoln, and Plan M90 Pt of Lot 44, Township of West Lincoln, known municipally as 131 St. Catharines Street and shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to Residential Medium Density – Type 2 'RM2' zone.
3. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Institutional 'I' zone to a Residential Medium Density – Type 3 zone with a site specific provision 'RM3-194.'
4. THAT Map 'S5' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential Medium Density – Type 2 'RM2' zone to a Residential Medium Density – Type 3 'RM3' zone.
5. THAT Section 6 of Zoning By-law 2017-70, as amended, is hereby further amended by adding the following to Section 13.2:  
RM3-194:  
Permitted Uses:  
As per the parent zone, plus:  
On the ground floor: *Dry cleaning/laundry depot, day care, office, including a medical office, personal service shop, restaurant, retail store, service shop, studio, and veterinary clinic.*  
Regulations:  
As per the parent zone.
6. THAT, all other provisions of By-law 2017-70 continue to apply.
7. AND THAT, this By-law shall become effective from and after the date of passing thereof.

READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
27<sup>th</sup> DAY OF JULY, 2020.

DAVE BYLSMA, MAYOR

## EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2020-XX

### Location:

This By-law involves a parcel of land legally known as Plan M90, Lot 31, in the Township of West Lincoln, known municipally as 132 College Street, Plan M90, Lots 29 & 30, Township of West Lincoln, and Plan M90 Pt of Lot 44, Township of West Lincoln, known municipally as 131 St. Catharines Street.

### Purpose & Effect:

The lands rezoned to Residential Medium Density – Type 2 'RM2' with no site specific were rezoned from an Institutional 'I' zone. This will permit residential development to occur for the portion of the subject lands fronting onto Morgan Avenue.

The lands rezoned to Residential Medium Density – Type 3 'RM3-194' with a site specific to permit for a number of convenient and service commercial uses on the ground floor. These lands were rezoned from an Institutional 'I' zone. This will permit for mixed use development by enabling commercial uses to be established on the ground floor with residential uses above.

The lands rezoned to Residential Medium Density – Type 3 'RM3' with no site specific were rezoned from a Residential Medium Density – Type 2 'RM2' zone. The RM3 zone will permit a denser form of Townhouses than the RM2 zone and permit apartment buildings.

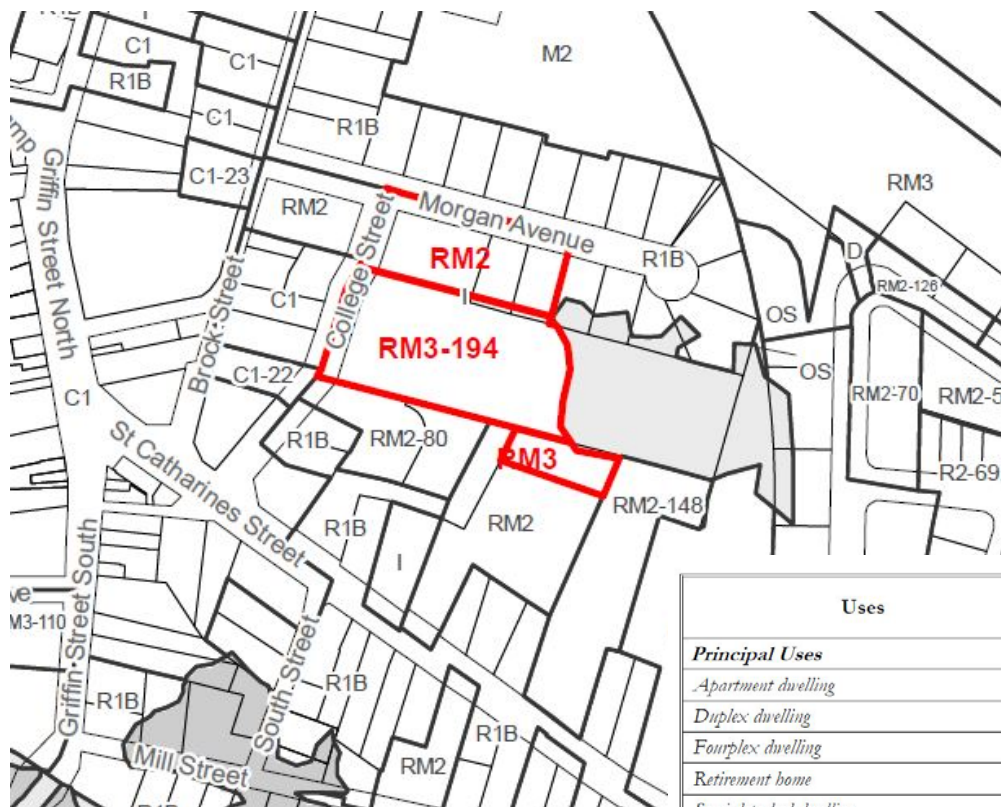
### Public Consultation:

The Public Meeting was held on February 10<sup>th</sup>, 2020. The Township received verbal and written comments from XX neighbour(s) regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-006-20

Applicants: Township of West Lincoln

# ZONING BY-LAW AMENDMENT



Uses	Zones where Permitted										
<b>Principal Uses</b>											
Apartment dwelling										RM3	RH
Duplex dwelling										RM2	
Fourplex dwelling										RM2	RM3
Retirement home											RH
Semi-detached dwelling						R2	R3	RM1	RM2	RM3	
Single detached dwelling	RuR	R1A	R1B	R1C	R1D	R2	R3				
Stacked townhouse dwelling											RM3
Street townhouse dwelling								RM1	RM2	RM3	
Townhouse dwelling									RM2	RM3	
Triplex dwelling									RM2	RM3	
<b>Accessory Uses <sup>(1)</sup></b>											
Accessory buildings or structures and accessory uses (see s. 3.1)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>	R2 <sup>(1)</sup>	R3 <sup>(1)</sup>	RM1 <sup>(1)</sup>	RM2 <sup>(1)</sup>	RM3 <sup>(1)</sup>	RH <sup>(1)</sup>
Accessory dwelling unit (see s. 3.2)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>	R2 <sup>(1)</sup>	R3 <sup>(1)</sup>				
Bed and breakfast establishment (see s. 3.4)	RuR <sup>(1)</sup>	R1A <sup>(1)</sup>	R1B <sup>(1)</sup>	R1C <sup>(1)</sup>	R1D <sup>(1)</sup>						



- The overall site size is 3.95 acres The gross density of the College Street school site should be a minimum of 40 units per hectare to complement the permissions of the High Density Residential Area designation.
- The buildings fronting onto Morgan Avenue should be lower density to be compatible with the existing density along the street.

- Following the Official Plan Amendment and Zoning By-Law Amendment applications there will be a
- Plan of subdivision/condominium applications.
- Site Plan Control
- Township building permit process

# QUESTIONS?

**DATE:** September 14, 2020

**REPORT NO:** PD-120-2020

**SUBJECT:** Technical Report - Housekeeping Amendments to Zoning Bylaw 2017-70, as Amended (Round 3)

**CONTACT:** Gerrit Boerema, Planner II  
Brian Treble, Director of Planning and Building

**OVERVIEW:**

- On June 26, 2017 the Township Council approved the Township's new Comprehensive Zoning Bylaw 2017-70.
- On June 11<sup>th</sup>, 2018 and again on April 22, 2019 the Township Council approved a number of minor housekeeping amendments to the Township Zoning Bylaw to address a number of inconsistencies and gaps in the document.
- The amended comprehensive zoning bylaw has been functioning well, but as certain development proposals have come forth, Township staff continue to identify a few areas of the bylaw that need further clarification and updating.
- These areas include, but are not limited to:
  - Private garages and required parking spaces
  - Misplaced Commercial Zonings
  - Corrections to misplaced zone lines
  - Accessory Dwelling Units
  - Sign Bylaw references
- A totally separate review from this Housekeeping application is the current review that is underway for Driveways, Entrances and Parking. Those changes will be presented in a separate report and at a separate public meeting.
- Planning staff recommend that following input from the public and agencies, a recommendation report be prepared and presented to Committee and Council for approval.

**RECOMMENDATION:**

1. That, report PD-120-2020, regarding “Housekeeping Amendments to Zoning Bylaw 2017-70, as Amended (Round 3)”, dated September 14, 2020 be received, and;
2. That, a Recommendation Report be presented at a future Planning/Building/Environmental Committee meeting.

**ALIGNMENT TO STRATEGIC PLAN:****Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

Township Council in June of 2017 approved the new Comprehensive Zoning Bylaw 2017-70. On June 11, 2018 and also on April 22, 2019 the Township Council approved several housekeeping amendments to address minor issues relating to the new Zoning Bylaw. The Zoning Bylaw, as amended, has functioned well, however, there are still a few changes that need to be made to correct site specific zoning issues, as well as address some items relating to parking, signage and secondary apartments.

The proposed changes can be found in Table 1 below. After receiving and reviewing comments from the public and agencies, planning staff will present a recommendation report to a future Committee or Council meeting.

**CURRENT SITUATION:**

The proposed housekeeping changes are summarized in Table 1 below:

Table 1 – Proposed Changes

Section/Table/Page #/Schedule	Issue	Current Wording	Consideration
<b>TOWNSHIP WIDE AMENDMENTS</b>			
Part 3 – Off-street Motor Vehicle Parking Facility Requirements	Limited parking requirements for new residential uses and lack of visitor parking	Currently only require 1 space per single detached, or semi-detached	Consider increasing required parking spaces to 2 spaces on low density residential development
Part 3 – Parking Space	Garages can count as a parking space provided that it meets the minimum interior dimensions of 2.7m wide and 6m in length	Parking spaces shall be located in accordance with the following: In a residential zone on a lot with less than five dwelling units: within a permitted private garage or	Consider minimum parking space requirements for garages. For example, 3.5 metres wide by 6 metres long unobstructed.

		other parking structure; or	
Part 3 – Accessory Dwelling Units	Accessory Dwelling units which are only permitted on the second floor of a detached building are in some cases occupying first floors.	Accessory dwelling units shall be located within... a residential accessory building...above the ground floor and remain a secondary use within the accessory building.	Consider allowing a small percentage, no greater than 10 per cent, of the main floor to be used in conjunction with the second storey accessory unit. For Example, the second storey could be 90 s.m. while the entrance room on the first floor 10 s.m.
Part 3 – Sign Bylaw 3.7.1 g) 3.7.2 g) 3.11 3.23	The Township now has a sign bylaw in place and to avoid duplication, sign provisions will be removed throughout the zoning bylaw.	Various Sign Regulations	Signs shall be erected in accordance with the sign bylaw, 2020-54, as amended from time to time
<b>SITE SPECIFIC HOUSEKEEPING AMENDMENTS</b>			
Map C2 – 9382 & 9380 Regional Road 65 Road	Rezone from Commercial ‘C3’ to Rural Residential ‘RuR’ - in line with previous zoning bylaw	Commercial ‘C3’ OP Designation (Agriculture)	Rural Residential ‘RuR’
Map S5 – 116 West Street – United Church and FORT	Correct zoning boundaries to include the church building and FORT in an Institutional Zone	Open Space ‘OS’ OP Designation (Institutional)	Institutional ‘I’
Map S5 – 6659 RR 20 – Greek Community Centre	Rezone the lands to the previous Institutional ‘I’ to align with the Secondary Plan	Development ‘D’ OP Secondary Plan Designation (Institutional)	Institutional ‘I’

Township staff have done a preliminary review of the changes for alignment to the Township Official Plan, Regional Official Plan, the Provincial Growth Plan and the Provincial Policy Statement. This review is summarized in Table 2 below:

Table 2 – Planning Policy Review

Section/Table/Page	Township Official	Regional Official	Growth Plan and PPS
--------------------	-------------------	-------------------	---------------------

#/Schedule	Plan	Plan	
<b>TOWNSHIP WIDE AMENDMENTS</b>			
Part 3 – Off-street Motor Vehicle Parking Facility Requirements	Throughout the Township OP there are references to the need to have adequate off street parking	The Regional OP does not reference parking specifically but it does recognize the importance of complete streets, which, if there is more off street parking, will better serve the complete streets model	The A Place to Grow plan makes provision for less parking requirements in areas where there are major transportation hubs, however, as Smithville has no public transit, vehicular parking is still needed for new development. To avoid burdens on Township Infrastructure, this parking is best located off-street.
Part 3 – Parking Space	The OP requires there to be adequate parking for residential uses. This is often done by developers and home builders through a private garage. The OP states that garages should not dominate the streetscape so minimum garage dimensions should not be excessively large.	The Regional Official Plan does not speak to residential vehicular parking.	The Growth Plan and PPS do not speak to residential vehicular parking.
Part 3 – Accessory Dwelling Units			
Part 3 – Sign Bylaw 3.7.1 g) 3.7.2 g) 3.11 3.23	Removing sign regulations from the zoning bylaw does not have any impact on Planning Policy		
Map C2 – 9382 & 9380 Regional Road 65 Road	The Township OP has this property designated as Good General Agricultural Land. Returning the properties back to an agricultural zoning	The Regional OP has this property designated as Good General Agricultural Land. Returning the properties back to an agricultural zoning	The subject properties are designated as Prime Agricultural lands within the PPS. The Growth Plan directs commercial operations that are unrelated to

	will create alignment to the OP.	will create alignment to the OP.	agriculture to settlement areas. Returning the zoning back to an Agricultural zone will be in alignment with the Growth Plan and PPS.
Map S5 – 116 West Street – United Church and FORT	The Township OP has this entire area designated as Institutional. The adjustment to the zone line will better align the zoning to the OP and will recognize the Institutional nature of the FORT building.	The Regional OP has the property designated as within the Built up area of Smithville and allows for a variety of uses including institutional uses.	The Growth Plan and PPS both permit institutional uses within designated settlement areas.
Map S5 – 6659 RR 20 – Greek Community Centre	The Northwest Quadrant Secondary Plan, as included in the Township's OP has this property designated as Institutional. The zoning change is to recognize its current institutional use and to align with the secondary plan.	The Regional OP has the property designated as greenfield within the urban boundary of Smithville. Existing institutional uses are permitted within these designations.	The Growth Plan and PPS support a mix of land uses including residential, employment and institutional uses to meet long term needs. It may be that changes can occur on the property that result in a more efficient land use pattern, however, that may require a change to the zoning if approved.

#### PUBLIC AND AGENCY COMMENTS:

A request was made by the owners of 5432 Sixteen Road, being the former St. Anns Food site, to include in the Housekeeping bylaw amendments an amendment to the existing zoning to allow an abattoir. An abattoir had previously been permitted on the site, but ceased operation around 2008. In 2017 the Township passed a new comprehensive zoning bylaw, 2017-70, which changed the zoning on the property to Agricultural Related 'AR' which does not permit an abattoir. Township staff have reviewed the request and have not included it in the housekeeping bylaw as there are a number of outstanding questions that need to be resolved, with staff still waiting for information. A separate report is preferred.

Orders from the Ontario Ministry of the Environment, Conservation and Parks were placed on the site for the operation of the waste water lagoons. Staff are not aware that this issue has been fully resolved based on communication with the Ministry staff.

Staff also notes that the formal request to be included in the Housekeeping

amendments was made after notice was already distributed. Sending out a new notice was not possible to meet the required notification timelines.

One comment from a member of the public was submitted concerning the draft changes to 9380 and 9382 Regional Road 65 (Silver Street). The comment came from the owner of 9380 in support of reverting the zoning back to a residential zoning.

The Region of Niagara also provided comments that they have no objection to any of the proposed changes.

These comments can be found in Attachment 4.

**FINANCIAL IMPLICATIONS:**

There are no financial implications associated with this report or the proposed changes to the Zoning Bylaw. The housekeeping amendment and proper notice requirements can be processed based on the approved 2020 Operating budget.

**CONCLUSION:**

Staff recommends that following any comments from the public or agencies a recommendation report be prepared and presented to Committee for approval of the housekeeping changes. These changes will address some of the minor issues identified in the Township's Zoning Bylaw 2017-70, as amended.

**ATTACHMENTS:**

1. 9382 & 9380 Regional Road 65
2. 116 West Street
3. 6659 Regional Road 20
4. Public and Agency Comments

**Prepared & Submitted by:**



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**Gerrit Boerema,  
Planner II**

**Approved by:**



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**Bev Hendry, CAO**

**Prepared & Submitted by:**

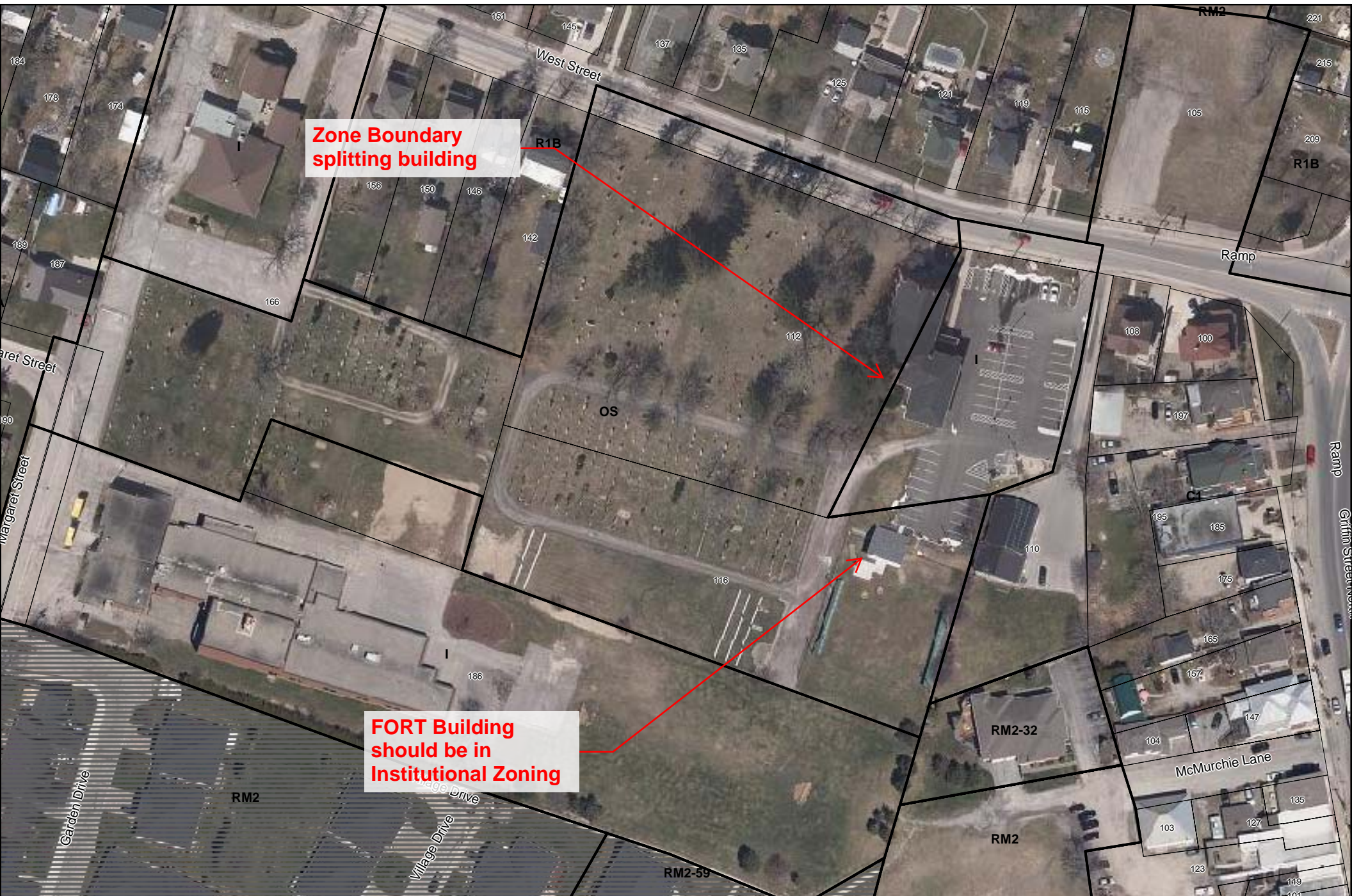


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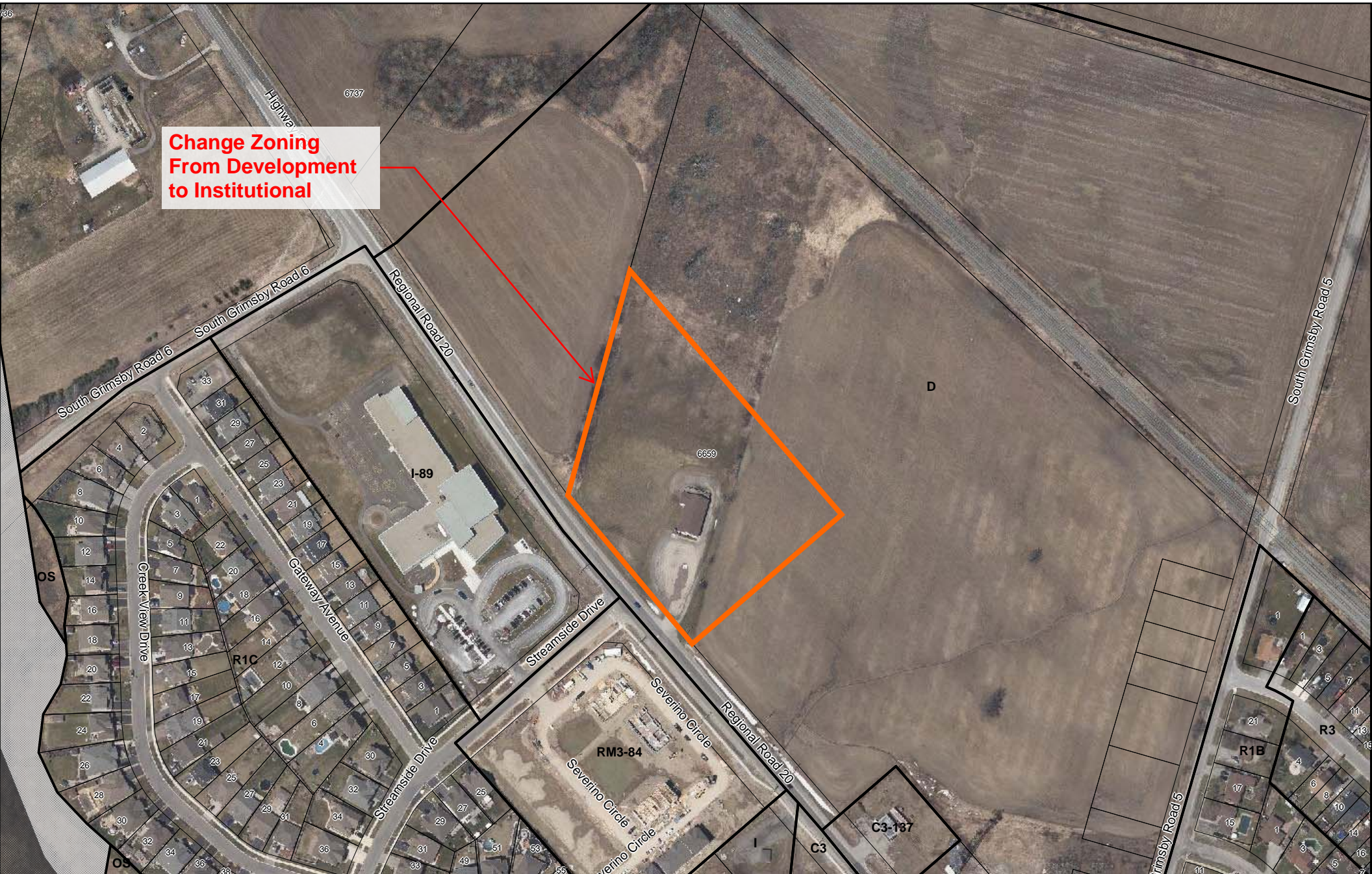
**Brian Treble, RPP, MCIP  
Director of Planning and Building**

Attachment 1 - 9382 & 9380 Regional Road 65





Attachment 3 - 6659 Regional Road 20



Change Zoning  
From Development  
to Institutional

**Gerrit Boerema**

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**From:** Lorne Bristo  
**Sent:** Friday, August 21, 2020 4:10 PM  
**To:** Gerrit Boerema  
**Subject:** file # 1601-022-19

I agree that if 9382 and my property, were switched accidentally to commercial they should be switched back to rural residential. I'm sure the other neighbours wouldn't want another commercial property in the midst of our predominantly residential rural cluster.

Thanks Lorne & Debbie Bristo

**DATE:** September 14, 2020

**REPORT NO:** PD-118-2020

**SUBJECT:** Recommendation Report - Church Street – Road Closing By-law

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- On October 21<sup>st</sup>, 2019 and June 29<sup>th</sup>, 2020, staff reports PD-170-19 and PD-083-20 outlined the proposal to stop up, close and convey Church Street in Caistorville to neighbouring property owners.
- On June 26<sup>th</sup>, 2020, the survey was completed and provided a proper legal description of the portions of road allowance such that conveyance to adjacent property owners could occur, in accordance with the previous reports.
- It is now time to pass the actual road closing by-law which is attached to this report.

**RECOMMENDATION:**

1. That, report PD-118-2020, regarding “Recommendation Report, Church Street - Road Closing By-law”, dated September 14, 2020, BE RECEIVED; and,
2. That, a by-law be passed to stop up and close Church Street between York Road and David Street, Caistorville and now described as Parts 1-4 on 30R-15632.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #6**

- **Efficient, Fiscally Responsible Operations**

**BACKGROUND:**

The Caistorville United Church and cemetery are all under one ownership along with vacant land on the west side of the unopened Church Street road allowance, which is the subject of this report. The cemetery is surrounding the church with burial plots within approximately 4 to 6 feet of the church building.

The church is now closed and deemed to be surplus to the needs of the local congregation. As a result, there is a proposal in the works to sever the church to allow conveyance to a new group who would like to use the church building.

This is complicated because the cemetery is so close that the land area available for severance with the church building is too small to meet land use planning requirements. Further, it appears that the septic holding tank for the church may be on the unopened Church Street road allowance. This allowance has also been used for parking to the west of the church building. The street also looks like it has historically been used as access to accessory buildings on the lands to the west of the unopened road allowance which are owned by Jeff Howard and Michelle Wedawin.

The closing of the road allowance along with the proper conveyance and merger of some of the lands with the church building makes a severance of the church building that much more feasible.

**CURRENT SITUATION:**

Previous staff reports PD-170-19 and PD-083-20 relating to the closing and conveyance of Church Street, Caistorville, outlined all of the steps that had to be completed before the road could be stopped up, closed and conveyed.

All of that work is now completed. The survey has been registered as 30R-15632 and provides a proper legal description for the street.

An application for consent to sever from the church and merge it with the street and lands to the southwest on the west side of Church Street has now been submitted as B03/2020WL

Therefore, it is now appropriate to pass the attached by-law and to stop up and close Church Street such that conveyance to adjacent property owners can occur.

**FINANCIAL IMPLICATIONS:**

Township staff are currently in receipt of application fees and a standard security as required by the road closing process. With input from Township Legal Counsel, the additional deposit costs associated with the road closing will be collected before the conveyance actually happens. The actual additional value to be collected from each benefitting property owner is still not known at this time, but will result in no cost to the Township at the end of the process.

**INTER-DEPARTMENTAL COMMENTS:**

Not applicable to this report.

**CONCLUSION:**

Staff now recommend that the attached by-law be passed to stop up and close Church Street, Caistorville, and now more specifically described as Part 1-4 on 30R-15632.

**ATTACHMENT:**

1. Draft By-law & Survey – 30R-15632

**Prepared & Submitted by:**



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**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

**Approved by:**

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**Bev Hendry, CAO**

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

**BY-LAW NO. 2020-XX**

**A BY-LAW TO PERMANENTLY CLOSE THE MUNICIPAL ROAD ALLOWANCE KNOWN AS CHURCH STREET, CAISTORVILLE, BETWEEN REGIONAL ROAD 9 (YORK ROAD) AND DAVID STREET, FORMER TOWNSHIP OF CAISTOR, NOW IN THE TOWNSHIP OF WEST LINCOLN, (PIN 460680119) BEING PARTS 1 TO 4 ON RP 30R-15632**

**WHEREAS** Sections 11 and 27 of the Municipal Act, 2001, S.O. 2001, Chapter 25, as amended, permit a Council to pass bylaws in respect of any highway or part of a highway which is under the jurisdiction of the municipality;

**AND WHEREAS** the Council of the Corporation of the Township of West Lincoln desires to permanently close the municipal road allowance known as Church Street, Caistorville, between Regional Road 9 (York Road) and David Street, former Township of Caistor, now in the Township of West Lincoln, PIN 460680119, being Parts 1 to 4 on RP 30R-15632;

**AND WHEREAS** Section 34(1) requires that before passing a by-law for permanently closing a highway, a municipality shall give public notice of its intention to pass the by-law;

**AND WHEREAS** public notice of Council's intention to pass the by-law to permanently close the road allowance was given in October 2019.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN ENACTS AS FOLLOWS:**

1. That, the municipal road allowance known as Church Street, Caistorville, between Regional Road 9 (York Road) and David Street, former Township of Caistor, now in the Township of West Lincoln, PIN 460680119, being Parts 1 to 4 on RP 30R-15632; be and the same is hereby permanently closed. See attached Schedule 'A'.
2. That a certified copy of this by-law be registered in the proper Land Registry Office.

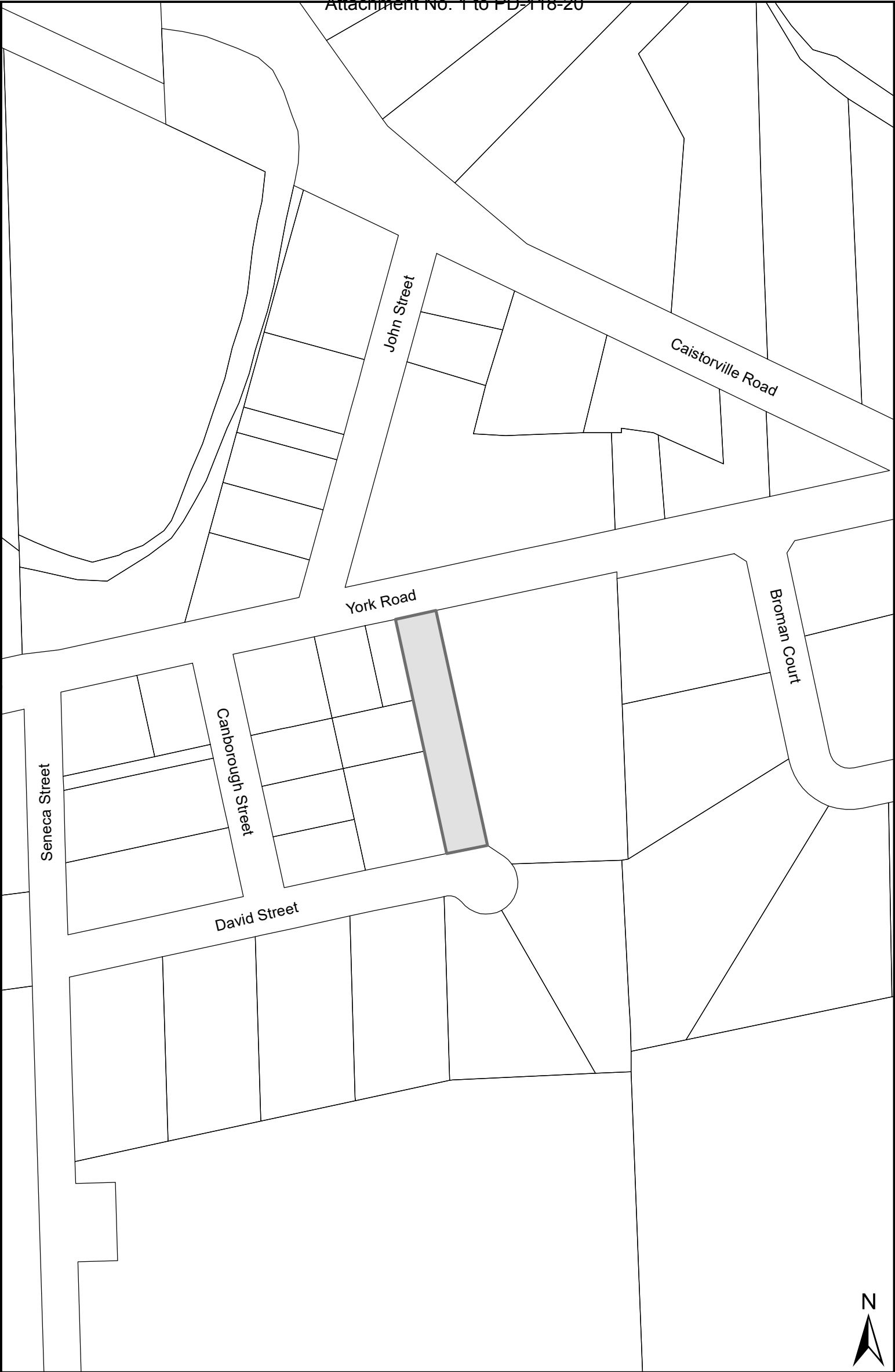
**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
28<sup>th</sup> DAY OF SEPTEMBER, 2020**

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**MAYOR DAVE BYLSMA**

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**JOANNE SCIME, CLERK**




**Location Map**  
**Church Street**

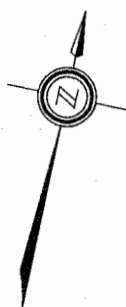
*September 2020*

0      25      50      100 Meters



**Legend**

 Subject Lands



REGIONAL ROAD No. 9  
BY-LAW 2804-81, AS APPROVED BY ORDER-IN-COUNCIL O.C. 1643/82, REG'D. AS INST. R0824254

YORK GIVEN ROAD STREET  
PIN 46068-0105 (LT)

I REQUIRE THIS PLAN  
TO BE DEPOSITED UNDER  
THE LAND TITLES ACT

DATE MAY 19, 2020

ROY S. KIRKUP  
ONTARIO LAND SURVEYOR

PLAN 30R-15632

RECEIVED AND DEPOSITED

DATE June 26, 2020

R. Lane

REPRESENTATIVE FOR THE LAND  
REGISTRAR FOR THE LAND TITLES  
DIVISION OF NIAGARA NORTH  
(No. 30)

### SCHEDULE

PART	LOCATION	REG'D. PLAN	PIN
1	PART OF CHURCH STREET	TP-26	ALL OF 46068-0119 (LT)
2			
3			
4			
5			

PLAN OF SURVEY OF  
CHURCH STREET  
REGISTERED PLAN TP-26  
TOWNSHIP OF WEST LINCOLN  
REGIONAL MUNICIPALITY OF NIAGARA

SCALE 1 : 400

10 0 10 20 metres

KIRKUP MASCOE URE SURVEYING LTD.  
ONTARIO LAND SURVEYORS

### INTEGRATION DATA

BEARINGS HEREON ARE GRID, UTM ZONE 17, (NAD 83-CSRS (EPOCH 2010)),  
DERIVED FROM OBSERVED REFERENCE POINTS (ORPs) USING THE CAN-NET VRS  
NETWORK AND ARE REFERRED TO THE CENTRAL MERIDIAN  
OF UTM ZONE 17 (81° WEST LONGITUDE).

COORDINATES ARE UTM ZONE 17, (NAD 83-CSRS (EPOCH 2010)). TO URBAN  
ACCURACY PER SEC. 14 (2) OF O.REG. 216/10 AND CANNOT, IN THEMSELVES  
BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY  
MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99971

### CO-ORDINATES

POINT ID	NORTHING	EASTING
ORP 'A'	4767216.10	604523.36
ORP 'B'	4767102.48	604548.32

### LEGEND

DENOTES	
■	SURVEY MONUMENT FOUND
□	SURVEY MONUMENT PLANTED
SIB	STANDARD IRON BAR
SSIB	SHORT STANDARD IRON BAR
IB	IRON BAR
IP	IRON PIPE
CC	CUT CROSS
MEAS/M	MEASURED
N.S.E.W	NORTH, SOUTH, EAST, WEST
(OU)	ORIGIN UNKNOWN
(WIT)	WITNESS MONUMENT
PIN	PROPERTY IDENTIFIER NUMBER
ORP	OBSERVED REFERENCE POINT
P1	REGISTERED PLAN TP-26
P2	REGISTERED PLAN 30M-194
P3	PLAN 30R-9727
P4	PLAN 30R-5333
P5	PLAN 30R-9251
(567)	R. B. ERWIN, O.L.S.
(824)	A. T. McLAREN, O.L.S.
(1353)	G. E. GIDDY, O.L.S.
(1495)	P. D. REITSMA, O.L.S.

### SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH  
THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT  
AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON MAY 11, 2020

DATE : MAY 19, 2020

ROY S. KIRKUP  
ONTARIO LAND SURVEYOR

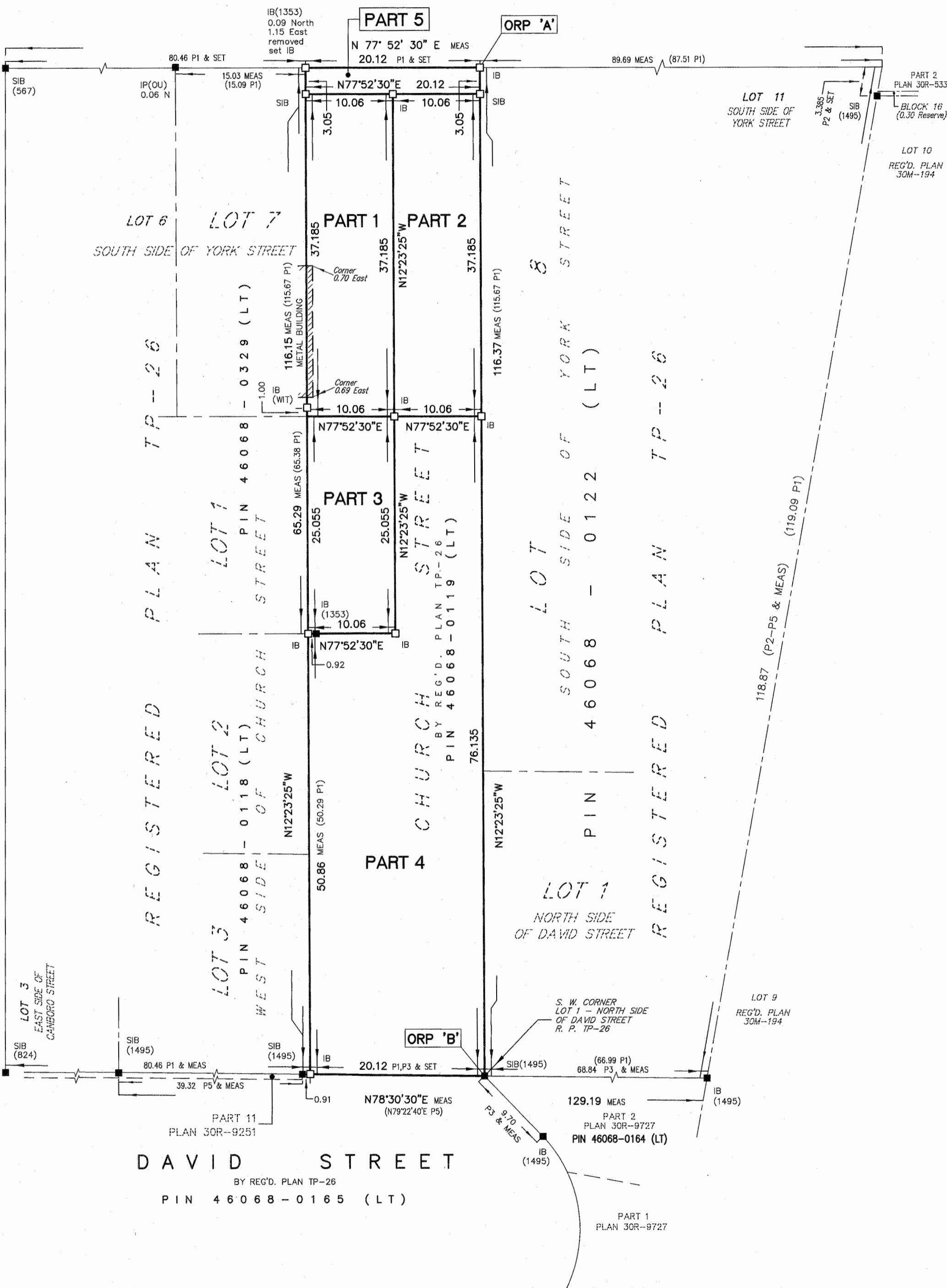
**KIRKUP MASCOE URE**  
SURVEYING LTD.

49 EASTCHESTER AVENUE, ST. CATHARINES, ONTARIO L2P-2Y6  
TELEPHONE (905) 685-5931, FAX (905) 685-1972  
E-MAIL info@niagarasurveyors.com  
www.niagarasurveyors.com

JOB No. : 2019-0223

DWG FILE : 19-0223-1rplan

L2(14"x16.5")



### METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN  
ARE IN METRES AND CAN BE CONVERTED  
TO FEET BY DIVIDING BY 0.3048

REGION FILE : LS-20-048

**DATE:** September 14, 2020

**REPORT NO:** PD-111-2020

**SUBJECT:** Recommendation Report  
Partial Removal of Site Plan and Subdivision Agreement from  
St. Martin's Lands  
File No. 2100-003

**CONTACT:** Alexa Cooper, Planner I  
Brian Treble, Director of Planning and Building

**OVERVIEW:**

- The Niagara Region is constructing a roundabout at the corner of Regional Road 20 and South Grimsby Road 6.
- The Region is looking to purchase Part 3 & 4 on Plan 30R-15845, which is part of the new St. Martin's School site, from the Niagara Catholic District Schoolboard.
- There are currently two agreements registered on the property. One between the Township and Streamside Developments and the other between the Township and the Schoolboard.
- The Region is requesting that these agreements be removed from the land before they purchase them.
- As the Region will be using the land for road infrastructure purposes (round-about), Township Planning Staff have no issues with recommending the removal of the two agreements from the title to the portion of land that the Region intends to purchase.

**RECOMMENDATION:**

1. That, report PD-111-2020, regarding "Partial Removal of Site Plan and Subdivision Agreements from St. Martin's Lands, File No. 2100-003-13 & 2000-057-13", dated September 14<sup>th</sup>, 2020 be received; and,
2. That, a bylaw be passed to authorize the Mayor and Clerk to remove the site plan and Streamside subdivision agreement from the portion of the St. Martin's School being conveyed to the Region.

## **ALIGNMENT TO STRATEGIC PLAN:**

### **Theme #3**

- **Strategic, Responsible Growth**

### **BACKGROUND:**

The Niagara Region is currently constructing a roundabout for better traffic flow at the intersection of South Grimsby Rd 6 and Regional Rd 20. In order to proceed with the project, the Region needs to purchase additional lands from the Niagara Catholic School Board, specifically Parts 3 & 4 on Plan 30R-15485 (see attachment 1). The Region has requested that these lands, located on the new St. Martin's School site be conveyed to them free of any agreements or encumbrances.

There are two agreements registered on the property. The first is a subdivision agreement registered in January of 2007 between the Township and Streamside Developments for the development of the Streamside subdivision. The second is a site plan agreement registered in October of 2015 between the Niagara Catholic District School Board and the Township for the construction of St. Martin's school. Since the Township is a party to both agreements, they require our consent in order to be able to remove the agreement from title.

### **CURRENT SITUATION:**

The Region is purchasing Parts 3 & 4 on Plan 30R-15485 (see attachment 1). There are currently two agreements registered on title with the Township of West Lincoln. One was registered in January of 2007 with Streamside Developments and the second was registered in October of 2015 with the Niagara Catholic District Schoolboard.

As this land is to be removed from the ownership of the Niagara District Catholic Schoolboard for infrastructure purposes, the Township has no concerns with the Region's request to remove the two agreements from the portion of land that the Region will be purchasing.

### **FINANCIAL IMPLICATIONS:**

There are no financial implications associated with this application. The Region has indicated they will act on the Township's behalf for registration so we do not incur any legal fees.

### **INTER-DEPARTMENTAL COMMENTS:**

There are no inter-departmental comments required for this report as this is a Regional Road widening.

### **CONCLUSION:**

Township Planning Staff recommend that it is appropriate to grant authority to partially remove the subdivision agreement with Streamside Developments and the site plan agreement with the Niagara Catholic District Schoolboard for Parts 3 & 4 on Plan 30R-15485. This will enable the Niagara Region to purchase the land for road infrastructure purposes without any unnecessary agreements registered on title.

**ATTACHMENTS:**

1. 30R-15485
2. Draft Authorizing Bylaw

**Prepared & Submitted by:**



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**Alexa Cooper,  
Planner I**

**Approved by:**



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**Brian Treble, RPP, MCIP  
Director of Planning and Building**



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**Beverly Hendry  
CAO**

\\\\westlincoln.com\\shares\\pb-Planning Reports\\Working Copy\\2020\\9. September\\PD-111-20 - Removal of Site Plan St Martins\\PD-111-20 Removal of SP St Martins.docx

PART 1  
PLAN 30R-9485  
PIN 46055-0463(LT)

PART 1

Attachment No. 1 to PD-111-20

PIN 46055-0612(LT)  
HIGHWAY PLAN 318 (P-1884-20)  
REGIONAL ROAD No 20

BY BY-LAW No 8954-98

TRANSFERRED TO THE REGIONAL MUNICIPALITY OF NIAGARA BY ORDER-IN-COUNCIL O.C. 2384-98, AS IN R0749781 AND LT169181 (P-1884-163A)

PARTS 1, 2, 3 AND 4 ON PLAN 30R-14270 DEDICATED AS PART OF REGIONAL ROAD No 20 (HIGHWAY 20) BY BY-LAW No 15-2014 AS IN NR345878

PART 4 - PLAN 30R-14270

LOT 1 -- REGISTERED PLAN M-98  
PIN 46055 - 1507(LT)

PART 1 - PLAN 30R-14129

GRIMSBY  
ROAD  
0116(LT)  
LOCALLY KNOWN AS  
SOUTH  
PIN  
46055

GATEWAY AVENUE

Page 251 of 421

DATE: SEP. 26, 2019  
Zach Patterson  
REPRESENTATIVE FOR LAND  
REGISTRAR FOR THE LAND TITLES  
AND REGISTRY DIVISIONS OF  
NIAGARA NORTH(30).

SCHEDULE (Land Titles)						
PART	LOT	CONCESSION/PLAN	PIN	INST.No	TRANSFEREE	AREA
1	PART OF LOT 11	CONCESSION 9	46055-0284(LT)	NR14083 P-1884-1408	ROBERT WEST ROBERTA WEST	1328.5m <sup>2</sup>
3	PART OF LOT 1	REGISTERED PLAN M-98	46055-1507(LT)	NR321432	NIAGARA CATHOLIC DISTRICT SCHOOL BOARD	45.5m <sup>2</sup>
4	PART OF LOT 1	CONCESSION 9	46055-0116(LT)	RD170294	THE CORPORATION OF THE TOWNSHIP OF SOUTH GRIMSBY	351.7m <sup>2</sup>
5	PART OF LOT 11	CONCESSION 9	46055-0116(LT)	RD170294	THE CORPORATION OF THE TOWNSHIP OF SOUTH GRIMSBY	1429.4m <sup>2</sup>

PART 1 COMPRISES PART OF PIN 46055-0284(LT)  
PARTS 3 AND 4 COMPRISES PART OF PIN 46055-1507(LT)  
PART 3 SUBJECT TO EASEMENT AS IN S06511  
PART 5 COMPRISES PART OF PIN 46055-0116(LT)

SCHEDULE (Registry)						
PART	LOT	CONCESSION/PLAN	PIN	INST.No	TRANSFEREE	AREA
2	PART OF LOT 11	CONCESSION 9	46055-0101(R)	RD171191	46055-0101, 000A	5228.0m <sup>2</sup>

PART 2 COMPRISES PART OF PIN 46055-0101(R)

PLAN OF SURVEY OF  
PART OF LOT 1  
REGISTERED PLAN M-98  
(AS CONFIRMED BY PLAN 30B4-1695)  
AND PART OF LOT 11  
CONCESSION 9  
IN THE  
TOWNSHIP OF WEST LINCOLN  
REGIONAL MUNICIPALITY OF NIAGARA  
SCALE 1 : 400  
DONALD G. CHAMBERS  
ONTARIO LAND SURVEYOR

BEARING NOTE  
BEARINGS ARE UTM GRID DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY  
REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010)

DISTANCE NOTE  
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE  
COMBINED SCALE FACTOR OF 0.999746.

OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD 83 (CSRS) (2010).  
CO-ORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 218/10

POINT ID	NORTHING	EASTING
ORP A	4773898.92	617250.12
ORP B	4774092.13	617116.00
ORP C	4773956.08	616980.69
ORP D	4774081.56	617086.30

CO-ORDINATES CANNOT, IN THEMSELVES, BE USED TO  
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

#### LEGEND

SYMBOL	DESCRIPTION
—	DENOTES SURVEY MONUMENT FOUND
—	DENOTES SURVEY MONUMENT SET
SB	STANDARD IRON BAR
SSB	SHORT STANDARD IRON BAR
IB	IRON BAR
CP	CONCRETE PIN
RIB	ROUND IRON BAR
IP	IRON PIPE
MEAS	MEASURED
WT	WITNESS
OU	ORIGIN UNKNOWN
N/S/E/W	NORTH/SOUTH/EAST/WEST
PIN	PROPERTY IDENTIFICATION NUMBER
P1	DEPOSITED PLAN 30R-14270
P2	REGISTERED PLAN 30M-373
P3	DEPOSITED PLAN 30R-6422
P4	DEPOSITED PLAN 30R-14262
P5	DEPOSITED PLAN 30R-9485
P6	HIGHWAY PLAN 318 (P-1884-20)
P7	DEPOSITED PLAN 30R-14129
P8	DEPOSITED PLAN 30R-428 (P-1884-48)
1251	E. ECHMANS, O.L.S.
1604	M. TULLOCH, O.L.S.
1629	B. A. JACOBS, O.L.S.
1654	D. G. CHAMBERS, O.L.S.
WFO	MINISTRY OF TRANSPORTATION, ONTARIO

METRIC NOTE  
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN  
METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

#### SURVEYOR'S CERTIFICATE

I CERTIFY THAT:  
1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE  
SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGISTRY  
ACT AND REGULATIONS MADE UNDER THEM;  
2) THE SURVEY WAS COMPLETED ON THE 19th DAY OF SEPTEMBER, 2019.

DATE: SEPTEMBER 24, 2019  
DONALD G. CHAMBERS, B. Sc., O.L.S.

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

**BY-LAW NO. 2020-XX**

**A BY-LAW TO AUTHORIZE THE REMOVAL OF A SUBDIVISION AGREEMENT WITH STREAMSIDE DEVELOPMENT AND THE REMOVAL OF A SITE PLAN AGREEMENT WITH THE NIAGARA CATHOLIC DISTRICT SCHOOL BOARD AND ANY MORTGAGEES ON LANDS DESCRIBED AS PLAN M98, PART OF LOT 1, PARTS 3 AND 4 ON 30R-15845, IN THE FORMER TOWNSHIP OF SOUTH GRIMSBY; TOWNSHIP OF WEST LINCOLN**

**WHEREAS** the Corporation of the Township of West Lincoln deems it expedient for the removal of a Subdivision Agreement with Streamside Development and the removal of a Site Plan Agreement with the Niagara District Catholic School Board and any mortgagees on lands described as Plan M98, Part of Lot 1, Parts 3 & 4 on 30R-15845, in the former Township of South Grimsby; Township of West Lincoln.

**AND WHEREAS** approval and authority for the removal of such Agreement is required;

**NOW THEREFORE THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN ENACTS AS FOLLOWS:**

1. That the Council of the Corporation of the Township of West Lincoln remove registered subdivision agreement NR128815 with Streamside Development and registered site plan agreement NR395070 with the Niagara District Catholic School Board and any mortgagees on lands described as Plan M98, Part of Lot 1, Parts 3 & 4 on 30R-15845, in the former Township of South Grimsby; Township of West Lincoln.
2. That the Mayor and Clerk be and each of them is hereby authorized to sign for the removal of said Agreements and any other document or documents necessary to implement the intent of this By-law and the said removal of Agreements, and the Clerk is hereby authorized to affix the Corporate Seal thereto and deliver the same to the appropriate parties.
3. That a copy of the removal of said Agreements and any supplementary Agreements, when executed by the said parties shall be attached hereto as "Schedule A" and shall form part of this By-law.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS XX  
DAY OF SEPTEMBER, 2020**

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**MAYOR DAVE BYLSMA**

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**JOANNE SCIME, CLERK**

**DATE:** September 14, 2020

**REPORT NO:** PD-110-2020

**SUBJECT:** **Information Report: Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

**CONTACT:** Alexa Cooper, Planner I  
Madyson Etzl, Planner II  
Brian Treble, Director of Planning and Building

**OVERVIEW:**

- On June 16<sup>th</sup>, 2020, the Province posted a request for comment on Amendment 1 to the A Place to Grow: Growth Plan for the Golden Horseshoe (APTG).
- There are four areas of changes to the APTG. They are:
  1. The Planning Horizon
  2. Provincially Significant Employment Zones
  3. Technical Alignments with PPS (2020)
  4. Population Forecasts
- Staff have reviewed the proposed changes and have now provided this information report outlining what will affect the Township of West Lincoln as a municipality.

**RECOMMENDATION:**

1. THAT, Report PD-110-2020 regarding “Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe” dated September 14<sup>th</sup>, 2020, be RECEIVED for information purposes.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- Strategic, Responsible Growth

**BACKGROUND:**

On June 16, 2020 the Province of Ontario posted the proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (APTG). The purpose of this posting was to receive feedback on the proposed changes contained within the document, including the proposed methodology for assessing community and employment land needs to the Plan horizon year. The commenting period closed on July 31<sup>st</sup>, 2020 and the approved amendments were released on August 28<sup>th</sup>, 2020.

## **CURRENT SITUATION:**

The proposed Amendment 1 to APTG is proposing changes to the following:

1. The Planning Horizon
2. Provincially Significant Employment Zones
3. Technical Alignments with PPS (2020)
4. Population Forecasts

These new changes were approved and took effect on August 28<sup>th</sup>, 2020.

### **1. The Planning Horizon**

The Province is proposing to change the planning horizon of the APTG to 2051. This will ensure the province is planning for the now minimum timeline of 25 years as outlined in the Provincial Policy Statement (2020). Currently, the APTG's planning horizon is 2041. The estimated population and employment forecasts will remain the same for 2041.

Impact for West Lincoln:

The Township will have to update their Official Plan before July 1<sup>st</sup>, 2022 to expand the planning horizon to 2051 and bring the OP into conformity with the most recent Provincial Policy. However, before Planning Staff can update the Official Plan, the Niagara Region would first have to complete their currently on-going update of their Official Plan. The current projected date for implementation of the Niagara Region's Official Plan is the end of 2022.

### **2. Provincially Significant Employment Zones**

The Province is proposing to permit for conversions of Provincially Significant Employment Zones located within a major transit station area to occur before the next municipal comprehensive review.

Impact for West Lincoln:

West Lincoln has no Provincially Significant Employment Zones, nor does it have an identified major transit station area. As such, this proposed change would have no impact on West Lincoln.

### **3. Technical Alignments with PPS (2020)**

The Province is proposing to change certain wording within the APTG to align with the new Provincial Policy Statement, 2020. For example, there is a newly proposed policy stating that indigenous communities must be consulted with, as is now identified in the PPS.

Impacts for West Lincoln:

Staff composed a report that address the changes made to the PPS earlier this year in May (see attachment 2). Staff do not see any impacts these changes will have on West Lincoln that were not already discussed in the previous report.

#### 4. Population Forecasts

The existing planning horizon projections, which date to the previous 2017 Growth Plan have been proposed to be updated and extended from the 2041, to the 2051 planning horizon and plan to be updated every 5 years.

##### Impacts to West Lincoln

The existing projections (projections for 2031 and 2041) remain unchanged to ensure continuity of ongoing forecasts; however the forecasted projections are extended to 2051 and estimate that the Province will grow to 15 million people and 7 million jobs. The changes to the policies in the 2019 Growth Plan require that municipalities use the proposed forecasts as minimum targets. However, municipalities may also use higher forecasts, as determined through their respective Municipal Comprehensive Review processes.

The rate of forecasted population change between the current 2041 horizon (population estimate of 611,000) and proposed 2051 horizon for Niagara Region (population estimate of 674,000) is approximately 10%.

#### FINANCIAL IMPLICATIONS:

The cost of bringing the Township's Official Plan and potentially Zoning By-law in line with the proposed changes to the APTG and the Niagara Region's Official Plan can be estimated once it has been determined what additional studies will be required to plan for the newly estimated growth.

#### INTER-DEPARTMENTAL COMMENTS:

Inter-departmental comments are not applicable to this report.

#### CONCLUSION:

Planning Staff have reviewed the proposed policy changes in Amendment 1 to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Planning Staff have collected and stated the changes to the APTG in this report to provide Council with the most up to date information to the Provincial Planning Policies and how they will impact West Lincoln.

#### Prepared & Submitted by:



Madyson Etzl, Planner II



Brian Treble, RPP  
Director of Planning and Building

#### Approved by:



Alexa Cooper, Planner I

Bev Hendry, CAO



Environmental Registry of Ontario

# Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe

ERO (Environmental Registry of Ontario) number	019-1680
Notice type	Policy
Act	Planning Act, R.S.O. 1990
Posted by	Ministry of Municipal Affairs and Housing
Notice stage	Decision
Decision posted	August 28, 2020
Comment period	June 16, 2020 - July 31, 2020 (45 days) Closed
Last updated	August 28, 2020

This consultation was open from:

**June 16, 2020  
to July 31, 2020**

## Decision summary

Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe is now in effect. The amendment includes changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align with infrastructure.

## Decision details

Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow', 'the Plan') works in conjunction with the new market-based Land Needs Assessment Methodology (ERO (Environmental Registry of Ontario) number [019-1679: Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe](https://ero.ontario.ca/notice/019-1679)) (<https://ero.ontario.ca/notice/019-1679>).

The Minister has made the following decisions with respect to growth forecasts, mineral aggregate operations, provincially significant employment zones within major transit station areas, alignment with PPS (Provincial Policy Statement) 2020, and transition.

## **Growth Forecasts**

A Place to Grow supports the More Homes, More Choice: Ontario's Housing Supply Action Plan to increase housing supply, create more jobs, attract business investments and better align our infrastructure.

To ensure coordinated planning for growth across the Greater Golden Horseshoe (GGH) and to support the achievement of complete communities, A Place to Grow currently provides population and employment forecasts for all upper- and single-tier GGH (Greater Golden Horseshoe) municipalities. These forecasts are used for planning and managing growth to the horizon of the Plan. The forecasts are a key input into the land needs assessment methodology that municipalities use to determine the quantity of land needed to accommodate growth. The Minister has updated the Distribution of Population and Employment for the GGH (Greater Golden Horseshoe) (Schedule 3) and removed Schedule 7, in accordance with policy 5.2.4.7 of A Place to Grow.

## **Forecasts as Minimums**

Municipalities are now required to use the growth outlook in Schedule 3 as the updated forecasts or use higher forecasts as determined through the municipal comprehensive review as part of this round of conformity exercises to meet the conformity deadline of July 2022.

## **New Plan Horizon Year**

The Plan horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability. The new horizon is consistent with the long-range planning approach of previous growth plans and better aligns with the land supply requirements of the Provincial Policy Statement, 2020.

## **Land Needs Assessment**

The government developed a new market-based Land Needs Assessment Methodology for the Greater Golden Horseshoe ('Methodology') which supports implementation of A Place to Grow. Refer to ERO (Environmental Registry of Ontario) number 019-1679: Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe) (<https://ero.ontario.ca/notice/019-1679>) for further information.

## **Mineral Aggregate Operations**

Policy 4.2.8.2a) related to mineral aggregate resources in A Place to Grow will not be revised as proposed under ERO (Environmental Registry of Ontario) Posting 019-1680. It will remain as it is currently in the Plan.

## **Major Transit Station Areas (MTSAs) in Provincially Significant Employment Zones (PSEZs).**

Employment policy 2.2.5 within A Place to Grow is revised with respect to the planning of MTSA (Major Transit Station Area)s within a PSEZ (Provincially Significant Employment Zone). The policy amendment allows conversions of employment areas to non-employment uses within a PSEZ (Provincially Significant Employment Zone) that is located within a delineated MTSA (Major Transit Station Area). This change will allow for mixed-use developments to be initiated faster around MTSA (Major Transit Station Area)s to encourage more transit-oriented development and intensification around MTSA (Major Transit Station Area)s. This does not change municipal zoning by-laws or other conversion policies within A Place to Grow.

Mapping of an MTSA (Major Transit Station Area) still requires provincial approval and this exercise can encourage transit-oriented development while protecting and enhancing employment opportunities.

## **Alignment with Provincial Policy Statement, 2020**

Changes have been made to align terms and definitions with the new PPS (Provincial Policy Statement), 2020, which came into effect on May 1, 2020. These changes, except for the change to the definition of ecological functions which will remain as it is currently in the Plan, were made to ensure that A Place to Grow reflects up to date references to the new PPS (Provincial Policy Statement) and maintains consistency across the planning system with things such as definitions and planning horizons. A policy revision to 5.2.3 requires planning authorities to co-ordinate planning matters with Indigenous communities to ensure appropriate engagement is undertaken.

## Transition

The Minister has also made the following housekeeping modifications to the Growth Plan transition regulation (O. Reg. 311/06) to facilitate implementation of Amendment 1 to A Place to Grow:

- Provide that rules that required conformity with the Growth Plan for the Greater Golden Horseshoe 2019 would now require conformity with the Plan as amended by Amendment 1; and
- Provide that where the Local Planning Appeal Tribunal has completed a hearing but not yet issued a decision in respect of a matter required to conform with the Growth Plan for the Greater Golden Horseshoe 2019, those decisions are required to conform with the Plan as it read before Amendment 1.

Subject to the limited transitional rules mentioned above, the Minister has not amended any other new transitional rules. Policies in Amendment 1 need to be used in most decisions immediately after they come into effect, including in the current municipal comprehensive review. These policies come into effect on August 28, 2020. The date by which municipalities must conform with the policies in A Place to Grow remains July 1, 2022.

## Comments received

Through the  
registry  
**137**

By email  
**6,608**

By mail  
**2**

[View comments submitted through the registry \(/notice/019-1680/comments\)](/notice/019-1680/comments)

## Effects of consultation

The Ministry received 6,747 submissions regarding ERO (Environmental Registry of Ontario) Posting 019-1680. The Ministry also held several meetings with Indigenous communities.

There was support for updating the Schedule 3 growth forecasts, extending the horizon to 2051, and harmonizing the Plan with the PPS (Provincial Policy Statement), 2020. There was also some support for the greater flexibility for planning around major transit station areas with respect to provincially significant employment zones.

Most municipalities supported extending the horizon to 2051, updating Schedule 3 based on the reference forecast and the harmonization of A Place to Grow with the PPS (Provincial Policy Statement), 2020. They had mixed reaction to using interim forecasts and forecasts as minimums. There were also concerns with allowing employment land conversions in major transit station areas and with allowing new mineral aggregate operations, wayside pits and quarries within habitats of endangered and threatened species in the Natural Heritage System for the Growth Plan.

Agricultural, environmental and some in the municipal sectors, as well as Indigenous communities, were concerned that some of the policy changes would increase urban sprawl and result in the loss of agriculturally and environmentally significant lands. They also expressed significant concern that the policy amendment related to mineral aggregate resources would negatively impact species at risk and the biodiversity of the region.

Indigenous communities also expressed strong opposition to the proposed mineral aggregates policy change as well as concerns with how some of the policy changes such as updated forecasts could impact Aboriginal and treaty rights.

As a result of feedback received, the final amendment differs from the proposed amendment by:

- Updating Schedule 3 to reflect the reference forecast;
- Removing the proposed amendment to policy 4.2.8.2a) with respect to mineral aggregate operations, wayside pits and quarries;
- Maintaining the existing definition of “Ecological Functions” which reflects the definition found in the Greenbelt Plan, 2017 rather than PPS, 2020; and
- Including a new policy which states higher forecasts developed by municipalities through their municipal comprehensive review will not apply to Provincial ministries and agencies.
- Includes a new market-based Land Needs Assessment Methodology that allows municipalities to reflect changing market conditions.

## Supporting materials

### Related links

[A Place to Grow: Growth plan for the Greater Golden Horseshoe](https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe)  
(<https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe>)

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[Land Needs Assessment Methodology for the Greater Golden Horseshoe](https://www.ontario.ca/page/land-needs-assessment-methodology-greater-golden-horseshoe)  
(<https://www.ontario.ca/page/land-needs-assessment-methodology-greater-golden-horseshoe>)

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[Hemson Technical Report, Greater Golden Horseshoe: Growth Forecasts to 2051](https://www.hemson.com/wp-content/uploads/2020/08/HEMSON-GGH-Growth-Outlook-Report-26Aug20.pdf)  
(<https://www.hemson.com/wp-content/uploads/2020/08/HEMSON-GGH-Growth-Outlook-Report-26Aug20.pdf>)

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### Related ERO (Environmental Registry of Ontario) notices

[Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe](/notice/019-1679)  
(</notice/019-1679>)


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## View materials in person

Important notice: Due to the ongoing COVID-19 pandemic, viewing supporting materials in person is not available at this time.

Please reach out to the Contact listed in this notice to see if alternate arrangements can be made.


Ontario Growth Secretariat  
777 Bay St, Suite 2304  
Toronto, ON  
M7A 2J8  
Canada

 [416-325-1210](tel:416-325-1210)

## Connect with US

### Contact

#### Ontario Growth Secretariat

 [416-325-1210](tel:416-325-1210)

 [growthplanning@ontario.ca](mailto:growthplanning@ontario.ca)

## Original proposal

ERO (Environmental Registry of Ontario) number	019-1680
Notice type	Policy
Act	Planning Act, R.S.O. 1990
Posted by	Ministry of Municipal Affairs and Housing
Proposal posted	June 16, 2020
Comment period	June 16, 2020 - July 31, 2020 (45 days)

## Proposal details

### Proposal Details

#### Description of Policy

This proposal is for Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow', 'the Plan'). It is recommended that Proposed Amendment 1 be read in conjunction with A Place to Grow. This proposal works in conjunction with a proposed new Land Needs Assessment Methodology, that is also currently posted on the Environmental Registry of Ontario at ERO number **019-1679: Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe** (<https://ero.ontario.ca/notice/019-1679>).

#### Growth Forecasts

A Place to Grow supports the *More Homes, More Choice: Ontario's Housing Supply Action Plan* to increase housing supply, create more jobs, attract business investments and better align our infrastructure.

To ensure coordinated planning for growth across the Greater Golden Horseshoe (GGH) and to support the achievement of complete communities, A Place to Grow currently provides population and employment forecasts for all upper- and single-tier GGH municipalities. These forecasts are currently used for planning and managing growth to the horizon of the Plan. The forecasts are a key input into the land needs assessment methodology that municipalities use to determine the quantity of land needed to accommodate growth. The provincial government, including its agencies such as Metrolinx, and municipalities also use the forecasts to inform infrastructure and financial planning as well as economic and business investment strategies.

The Minister has initiated a review and update of the Distribution of Population and Employment for the GGH (Greater Golden Horseshoe) (Schedule 3), in accordance with policy 5.2.4.7 of A Place to Grow. The forecasts are being updated and extended to 2051 through a proposed amendment to the Plan. Additional policy changes are being proposed as outlined below. Details of all the changes to the Plan can be found here [[link \(https://prod-environmental-registry.s3.amazonaws.com/2020-06/Proposed%20APTG%20Amendment%20%28ENG%29%200.pdf\)](https://prod-environmental-registry.s3.amazonaws.com/2020-06/Proposed%20APTG%20Amendment%20%28ENG%29%200.pdf) ].

In fall 2019, the government issued a request for proposals for revised population and employment forecasts for A Place to Grow. Following that competitive process, the services of Hemson Consulting ('the consultant') were procured and a series of technical and advisory meetings were held. For more detailed background information about the proposed updated growth forecasts and the methodology behind them, please view "Greater Golden Horseshoe: Growth Forecasts to 2051" available at [<https://www.hemson.com/wp-content/uploads/2020/06/HEMSON-Schedule-3-Forecasts-FINAL-16JUN20.pdf>] (<https://www.hemson.com/wp-content/uploads/2020/06/HEMSON-Schedule-3-Forecasts-FINAL-16JUN20.pdf>).

In addition to the updated forecasts, a related policy change is proposed to specify that municipalities would use the forecasts in the Plan or higher forecasts determined through the municipal comprehensive review as part of their long-term planning work.

The Ministry is considering amending A Place to Grow with one of the following growth outlooks: The Reference Growth Forecast, High Growth Scenario, or Low Growth Scenario for the forecast numbers. The Reference Forecast represents the most likely future growth outlook and is the result of extensive modelling and analysis. The Reference Forecast forms the basis of the draft report **Greater Golden Horseshoe: Growth Forecasts to 2051**

(<https://www.hemson.com/wp-content/uploads/2020/06/HEMSON-Schedule-3-Forecasts-FINAL-16JUN20.pdf>). The High and Low Scenarios illustrate possible growth prospects under a set of variable assumptions about the future economic outlook. The Ministry is seeking feedback on the forecast and the two scenarios.

Municipalities would be required to use the selected growth outlook as the updated forecasts or use higher forecasts as determined through the municipal comprehensive review as part of this round of conformity exercises to meet the conformity deadline of July 2022. The effective date of Proposed Amendment 1 to A Place to Grow, if approved, will be determined by the Lieutenant Governor in Council as part of the approval.

## **New Plan Horizon Year**

Another proposed change is an extension of the Plan horizon from 2041 to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability. The new horizon is consistent with the long-range planning approach of previous growth plans and better aligns with the land supply requirements of the Provincial Policy Statement, 2020.

## **Growth Outlook to 2051**

The economic, social and demographic conditions in the GGH (Greater Golden Horseshoe) point to substantial growth in the GGH over the next 30 years. Under the Reference Forecast, the GGH (Greater Golden Horseshoe) is forecast to grow to close to 15 million people and 7 million jobs by 2051.

## **Land Needs Assessment**

The government is also consulting concurrently on a proposed new Land Needs Assessment Methodology for the Greater Golden Horseshoe ('Methodology') which supports implementation of A Place to Grow. The proposed new Methodology would provide an outcome-based approach to assessing community area and employment area land need to the Plan

horizon. It provides a streamlined approach to land budgeting activities by outlining the key components, at a minimum, that would be addressed as part of local land needs assessment processes. Recognizing that local needs are diverse, the proposed new Methodology aims to provide the key factors to be considered as municipalities plan to ensure that a sufficient and appropriate mix of land is available to accommodate:

- a. all housing market segments, to avoid supply shortages;
- b. market demand;
- c. all employment types, including those that are evolving; and
- d. all infrastructure services that are needed to meet the complete communities objectives to the horizon of the Plan.

As part of this work, municipalities could refer to background information on housing growth by type prepared as part of the review and update of A Place to Grow's population and employment forecasts. Refer to **ERO 019-1679: Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe** (<https://ero.ontario.ca/notice/019-1679>) for further information.

## **Mineral Aggregate Operations**

Proposed Amendment 1 also includes a proposed change to A Place to Grow policies related to mineral aggregate resources. Mineral aggregate resources play a crucial role in the development of housing and municipal infrastructure. Ensuring adequate aggregate resources are available is critical to achieving the success of A Place to Grow. The proposed changes would make it easier to establish new mineral aggregate operations closer to market throughout the GGH (Greater Golden Horseshoe) outside of the Greenbelt.

## **Major Transit Station Areas (MTSAs) in Provincially Significant Employment Zones (PSEZs)**

In May 2019, changes to A Place to Grow provided new policies to enable municipalities to convert lands within employment areas to non-employment uses without provincial approval so as expedite new housing construction as part of the government's More Homes, More Choice: Ontario's Housing Supply Action Plan. However, to ensure certain employment areas were not converted locally without provincial involvement, the provincially significant employment zones PSEZ (provincially significant employment zones) were introduced with

policy that provides the employment area lands located in a PSEZ (provincially significant employment zones) could only be converted to non-employment uses through ministerial approval.

As a tool to support economic development, PSEZ (provincially significant employment zone)s are utilized to provide provincial land use protections for employment areas that require provincial involvement in the support of retaining and expanding existing businesses as well as attracting new business investments. While each PSEZ (provincially significant employment zones) is unique in nature, all zones must contain a significant number of jobs.

In light of the unique nature of each zone and to address the government's objective of intensification around major transit station areas MTSA (major transit station area), Proposed Amendment 1 proposes to change an employment policy within A Place to Grow with respect to the planning of MTSA (major transit station area)s within a PSEZ (provincially significant employment zone). Notably, the policy amendment would allow conversions of employment areas to non-employment uses within a provincially significant employment zone that is located within a MTSA (major transit station area). This proposed change would allow for mixed-use developments to be initiated faster around MTSA (major transit station area)s. This does not change municipal zoning by-laws or other conversion policies within A Place to Grow.

Mapping of an MTSA (major transit station area) still requires provincial approval and this exercise can encourage transit-oriented development while protecting and enhancing employment opportunities.

The next phase of work, which will begin shortly, will examine how PSEZ (provincially significant employment zone)s can support post-COVID economic recovery and support the retention and expansion of existing industrial and manufacturing operations and how the zones can attract investment. The government continues to view PSEZ (provincially significant employment zone)s as an important tool and looks forward to engaging with businesses, municipalities, Indigenous communities and organizations and the development industry to maximize opportunities within a PSEZ (provincially significant employment zone).

## **Alignment with Provincial Policy Statement, 2020**

Given the most recent changes to the Provincial Policy Statement, 2020, (PPS) proposed Amendment 1 proposes to change A Place to Grow policies to ensure continued alignment with the new PPS (Provincial Policy Statement),

which came into effect on May 1, 2020. These changes, which are mostly technical in nature, would ensure that A Place to Grow reflects up to date references to the new PPS (Provincial Policy Statement) and maintains consistency across the planning system with things such as definitions and planning horizons. A proposed policy revision would also require planning authorities to engage on planning matters with Indigenous communities to ensure appropriate engagement is undertaken.

## Transition

It is proposed that the Minister would make the following housekeeping modifications to the Growth Plan transition regulation (O. Reg. (Ontario Regulation) 311/06) to facilitate implementation of Amendment 1 to A Place to Grow, if approved:

- Provide that rules that required conformity with the Growth Plan for the Greater Golden Horseshoe 2019 would now require conformity with the Plan as amended by Amendment 1; and
- Provide that where the Local Planning Appeal Tribunal has completed a hearing but not yet issued a decision in respect of a matter required to conform with the Growth Plan for the Greater Golden Horseshoe 2019, those decisions are required to conform with the Plan as it read before Amendment 1.

Subject to the limited transitional rules mentioned above, the Minister is not proposing any other new transitional rules. This would mean that the policies in Proposed Amendment 1, if approved would need to be used in most decisions immediately after they come into effect, including in the current municipal comprehensive review. The date by which municipalities must conform with the policies in APTG (A Place to Grow) will remain July 1, 2022.

## Other public consultation opportunities

Feedback can be provided by

- email at [growthplanning@ontario.ca](mailto:growthplanning@ontario.ca)
- Environmental Registry online form
- mail to:

Ontario Growth Secretariat  
Ministry of Municipal Affairs and Housing 777 Bay Street  
23rd Floor, Suite 2304  
Toronto, ON M7A 2L3

The consultation closes on July 31, 2020.

## Notice regarding collection of information

Any collection of personal information will be in accordance with subsection 39(2) of the *Freedom of Information and Protection of Privacy Act*. It will be collected under the authority of the *Places to Grow Act, 2005* for the purpose of obtaining input on the proposed amendment to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

If you have questions about the collection, use, and disclosure of this information please contact:

Ministry of Municipal Affairs and Housing  
Senior Information and Privacy Advisor  
777 Bay Street, 17th Floor  
Toronto, Ontario, M7A 2J3  
416-585-7094

## Organizations and businesses

Comments or submissions made on behalf of an organization or business may be shared or disclosed. By submitting comments, you are deemed to consent to the sharing of information contained in the comments and your business contact information. Business contact information is the name, title and contact information of anyone submitting comments in a business, professional or official capacity.

## Individuals

Personal contact information will only be used to contact you and will not be shared. Please be aware that any comments provided may be shared or disclosed once personal information is removed. Personal information includes your name, home address and personal e-mail address.

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## Supporting materials

## Related files

[Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(https://prod-environmental-registry.s3.amazonaws.com/2020-](https://prod-environmental-registry.s3.amazonaws.com/2020-)

[06/Proposed%20APTG%20Amendment%20%28ENG%29\\_0.pdf](#)  
pdf (Portable Document Format file) 981.87 KB

## **Related ERO (Environmental Registry of Ontario) notices**

**[Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(/notice/019-1679\)](#)**

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## **Related links**

**[A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe\)](https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe)**


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## **View materials in person**

Important notice: Due to the ongoing COVID-19 pandemic, viewing supporting materials in person is not available at this time.

Please reach out to the Contact listed in this notice to see if alternate arrangements can be made.

Ontario Growth Secretariat  
777 Bay St, Suite 2304  
Toronto, ON  
M7A 2J8  
Canada

 **[416-325-1210](tel:416-325-1210)**

## **Comment**


**Commenting is now closed.**

**This consultation was open from June 16, 2020  
to July 31, 2020**

Connect with  
us

Contact

[growthplanning@ontario.ca](mailto:growthplanning@ontario.ca)

 [416-325-1210](tel:416-325-1210)



## REPORT COUNCIL

**DATE:** May 25<sup>th</sup>, 2020

**REPORT NO:** PD-062-20

**SUBJECT:** Information Report  
Review of new Provincial Policy Statement (2020) (PPS)

**CONTACT:** Alexa Cooper, Planner I  
Brian Treble, Director of Planning and Building

### OVERVIEW:

- On July 22<sup>nd</sup>, 2019 the Province of Ontario posted a series of Proposed Policy Changes for the Provincial Policy Statement for comment to the Environmental Registry of Ontario's website.
- The proposed changes were intended to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system.
- Planning Staff generally had no concerns with the changes to the Planning Act as proposed and promised to provide further updates as the proposed changes make their way through the approval process at the Provincial level. Many changes brought the PPS in line with the Places to Grow Plan that was released by the Province in 2019.
- Staff submitted letters to the Province during this review regarding consent policies for livestock operators.
- On February 28<sup>th</sup>, 2020 a finalized Provincial Policy Statement (2020) was released by the Province following the public consultation held last year. Which came into effect in April 2020.
- Staff have now provided an overview of the changes made to the finalized Provincial Policy Statement (2020) and have noted an item that will require action.

### RECOMMENDATION:

1. That, Report PD-062-20 regarding "Review of the Proposed Amendments to the Provincial Policy Statement (PPS)" dated May 25<sup>th</sup>, 2020, be RECEIVED for review purposes.

### ALIGNMENT TO STRATEGIC PLAN

- **Theme:**
  - Strategic, Responsible Growth

### BACKGROUND:

On July 22<sup>nd</sup>, 2019 the Province of Ontario posted Proposed Policy Changes for the Provincial Policy Statement for comment to the Environmental Registry of Ontario's website. The proposed changes were presented to help increase the supply of housing,

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support jobs, and reduce barriers and costs in the land use planning system.

On February 28<sup>th</sup>, 2020, the Province released a final Provincial Policy Statement as a result of the public consultation process from summer to early fall of 2019. Below is a summary of the changes that will come into effect as of Friday May 1<sup>st</sup>, 2020.

### **CURRENT SITUATION:**

The Provincial Policy Statement (2020) Policies has been implemented by the Provincial Government to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system.

As such, the over-arching goal of the Provincial Policy Statement (2020) is to help promote an increase of housing as well as protect employment lands, the environment and the agricultural system while supporting indigenous communities.

The land available for development shall now accommodate a 25-year time period as opposed to a 20-year time period. There is no time limit to accommodate land available for development for infrastructure, service facilities and employment areas. The available housing supply was proposed to be for a minimum of 12 years and has been increased to a minimum of 15 years instead of 10.

It has been added that local municipalities shall maintain a 3 year serviced supply for residential units at all times where new development is to occur to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier municipalities such as the Niagara Region may choose to provide up to a 5 year supply but are still required to maintain a minimum 3 year supply.

Words such as “encouraged” or “should” have been replaced with “shall” when it comes to municipalities consulting with indigenous communities. Township Planning Staff has been sending notice of planning applications to the Metis Nation of Ontario and will continue to do so.

There are stronger policies around converting employment lands. Provincially significant employment land cannot be converted without provincial permission and regionally significant employment land cannot be converted without regional permission, and these lands cannot be considered for conversion until the time of a municipal comprehensive review. In addition, there are stronger policies surrounding adequately buffering employment lands from sensitive uses such as residential and institutional and where separation is not possible, mitigate potential conflicts as much as possible.

The majority of the proposed changes are to help further implement the More Housing, More Choices document published by the Province that has already seen implementation

*“The Township of West Lincoln will be a community that values our heritage, preserves our environmental and natural resources, fosters entrepreneurial spirit and provides excellent quality of life”*

## **PAGE 3**

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through the passing and approval of Bill 108, which made changes to the Planning Act and A Place to Grow – Growth Plan. A guide to the changes proposed by the Province has been provided at attachment 1 of this report.

The Township sent a letter to Minister of Municipal Affairs and Housing, Steve Clark, dated June 25<sup>th</sup>, 2019 to address agricultural consent policies as they related to livestock operators (see attachment 2). The Township requested the Province re-evaluate their policies and amend them in a way that benefits livestock operators as well as cash crop farmers. A letter was received from Minister Clark on September 4<sup>th</sup>, 2019 (attachment 3). While the response thanked the Township for bringing this matter to his attention, there appears to be no implemented changes to the PPS to this effect at this time.

### **STAFF CONCERNS**

The requirement for municipalities to maintain a 3-year servicing supply for residential houses is a concern to Planning Staff. Currently, any required servicing extensions/upgrades are paid for by the development that requires the extensions/upgrades. If municipalities are expected to maintain an available 3-year supply, Staff require Provincial assistance to make more land available for development in Smithville since there are current development proposals over the remaining lands.

### **FINANCIAL IMPLICATIONS**

There are no financial implications relating to this report.

### **INTER-DEPARTMENTAL COMMENTS**

Inter-departmental comments are not applicable to this report.

### **CONCLUSION**

The implemented Provincial Policy Statement (2020) is intend to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system. The new PPS (2020) come into full force and effect as of Friday, May 1<sup>st</sup>, 2020.

Staff will further discuss the feasibility of the supply of land for growth purposes in a series of reports to Committee and Council in 2020/2021.

### **ATTACHMENTS**

1. PD-160-19 – Review of Proposed Amendments to the Provincial Policy Statement
2. Letter to Minister Clark, Dated June 25<sup>th</sup>, 2019
3. Letter from Minister Clark, Dated July 22<sup>nd</sup>, 2019
4. Letter from Minister Clark, Dated September 4<sup>th</sup>, 2019

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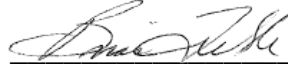
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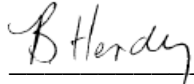
**Prepared by:**



**Alexa Cooper,  
Planner I**



**Brian Treble, RPP, MCIP  
Director of Planning and Building**



**Beverly Hendry  
CAO**

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# REPORT

## PLANNING/BUILDING/ENVIRONMENTAL COMMITTEE

**DATE:** October 15<sup>th</sup>, 2019

**REPORT NO:** PD-160-19

**SUBJECT:** **Recommendation Report**  
**Review of Proposed Amendments to the Provincial Policy Statement**

**CONTACT:** Alexa Cooper, Planner I  
Brian Treble, Director of Planning and Building

### OVERVIEW:

- On July 22<sup>nd</sup>, 2019 the Province of Ontario posted Proposed Policy Changes for the Provincial Policy Statement for comment to the Environmental Registry of Ontario's website.
- The proposed changes are intended to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system.
- Planning Staff generally have no concerns with the changes to the Planning Act as proposed, and will provide further updates as the proposed changes make their way through the approval process at the Provincial level.
- Staff propose that previous letters the Township of West Lincoln be resubmitted during this review.

### RECOMMENDATION:

1. That, Report PD-160-19, regarding "Review of the Proposed Amendments to the Provincial Policy Statement" dated October 15<sup>th</sup> 2019, be RECEIVED; and,
2. That, this report be provided to the Province as the Township of West Lincoln's comments on the Provincial Policy Statement Review.

### ALIGNMENT TO STRATEGIC PLAN

- **Value**  
Respect and respond to the diverse generational needs of residents.
- **Objective**  
Create a policy framework that supports affordable living for residents.

### BACKGROUND:

On July 22<sup>nd</sup>, 2019 the Province of Ontario posted Proposed Policy Changes for the Provincial Policy Statement for comments to the Environmental Registry of Ontario's

## PAGE 2

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website. The proposed changes are presented as a way to help increase the supply of housing, support jobs, reduce barriers and costs in the land use planning system.

### **CURRENT SITUATION:**

The Provincial Policy Statement Review – Proposed Policies has been proposed by the Provincial Government in an effort to help increase the supply of housing, support jobs and reduce barriers and the costs in the land use planning system.

As such, the over-arching goal of the proposed changes to the Provincial Policy Statement are to help promote an increase of housing as well as protect employment lands, the environment and the agricultural system while supporting indigenous communities.

The land available for development is now proposed to accommodate a 25-year time period as opposed to a 20-year time period with no time limit to accommodate infrastructure, service facilities and employment areas. The available housing supply is now proposed to be for a minimum of 12 years instead of 10.

Words such as “encouraged” or “should” have been replaced with “shall” when it comes to municipalities consulting with indigenous communities. Township Planning Staff has sent notice of planning applications to the Metis Nation of Ontario and will continue to do so.

There are stronger policies around converting employment lands. Provincially significant employment land cannot be converted without provincial permission and regionally significant employment land cannot be converted without regional permission, and these lands cannot be considered for conversion until the time of a municipal comprehensive review. In addition, there are stronger policies surrounding adequately buffering employment lands from sensitive uses such as residential and institutional and where separation is not possible, mitigate potential conflicts as much as possible.

The majority of the proposed changes are to help further implement the More Housing, More Choices document published by the Province that has already seen implementation through the passing and approval of Bill 108, which made changes to the Planning Act and A Place to Grow – Growth Plan. A guide to the changes proposed by the Province has been provided at attachment 1 of this report.

The Township sent a letter to Minister of Municipal Affairs and Housing, Steve Clark, dated June 25<sup>th</sup>, 2019 to address agricultural consent severance policies as they related to livestock operators (see attachment 2). The Township requested the Province re-evaluate their policies and amend them in a way that benefits livestock operators as well as cash crop farmers. A letter was received from Minister Clark on September 4<sup>th</sup>,

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**PAGE 3**

2019 (attachment 3). While the response thanked the Township for bringing this matter to his attention, there appears to be no proposed changes to the PPS to this effect.

## FINANCIAL IMPLICATIONS

There are no financial implications relating to this report.

## INTER-DEPARTMENTAL COMMENTS

Inter-departmental comments are not applicable to this report.

## CONCLUSION

The proposed changes to the Provincial Policy Statement intend to help increase the supply of housing, support jobs and reduce barriers and costs in the land use planning system. Township Planning Staff will continue to keep the Planning Committee up to date on any information regarding these changes as they make their way through the approval process at the Provincial level.

Staff propose that this report and the previous letters be resubmitted to the Province at this time.

## ATTACHMENTS

1. Provincial Policy Statement (PPS) Review Placemat
2. Letter to Minister Clark, Dated June 25<sup>th</sup>, 2019
3. Letter from Minister Clark, Dated July 22<sup>nd</sup>, 2019
4. Letter from Minister Clark, Dated September 4<sup>th</sup>, 2019

**Prepared by:**

Al@Cooper

**Alexa Cooper,**  
**Planner I**

Eric H. H.

**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

**Beverly Hendry**  
**CAO**

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*“The Township of West Lincoln will be a community that values our heritage, preserves our environmental and natural resources, fosters entrepreneurial spirit and provides excellent quality of life”*



# PROVINCIAL POLICY STATEMENT (PPS) REVIEW

## ONTARIO’S LAND USE PLANNING SYSTEM

### WHAT IS THE PPS?

- The Provincial Policy Statement (PPS) is the primary provincial land use policy document that sets out minimum requirements that apply across Ontario
- The Planning Act requires that all land use planning decisions “shall be consistent with” the PPS
- Municipalities are the primary decision-makers for local communities and implement provincial policies, including the PPS, through official plans and other planning decisions
- Municipalities may build on, but not conflict with, PPS policies to reflect local context
- PPS policies are intended to help protect what matters most by providing policy direction related to growth and development, the use and management of resources, and the protection of the environment and public health and safety

### GOVERNMENT COMMITMENT TO REVIEW THE PPS

- In early 2019, engagement on the PPS was undertaken as part of the Increasing Housing Supply Consultations
- Input received helped to inform the development of the **More Homes, More Choice: Ontario’s Housing Supply Action Plan**, released in May 2019
- Through the Action Plan, the government signaled its intention to review the PPS

### HOW CAN I LEARN MORE & PROVIDE FEEDBACK?

For details on specific policy changes, the draft PPS is available online at: **[ero.ontario.ca/notice/019-0279](http://ero.ontario.ca/notice/019-0279)**

If you are interested in providing written feedback during the 90-day consultation period (July 22, 2019 – Oct 21, 2019), you may do so by either:

- Submitting comments through the Environmental Registry of Ontario at: **[ero.ontario.ca/notice/019-0279](http://ero.ontario.ca/notice/019-0279)**
- Emailing **[planningconsultation@ontario.ca](mailto:planningconsultation@ontario.ca)**

## PROPOSED PPS POLICY AREAS

The government is proposing PPS changes to reflect Ontario’s changing needs across 5 key areas:

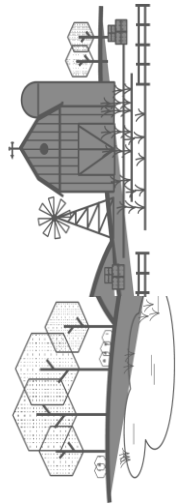


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### QUESTIONS FOR CONSIDERATION

The government wants your feedback on the PPS draft policies and would like your views on the following questions:

- Do the proposed policies effectively support goals related to increasing housing supply, creating and maintaining jobs, and red tape reduction while continuing to protect the environment, farmland, and public health and safety?
- Do the proposed policies strike the right balance? Why or why not?
- How do these policies take into consideration the views of Ontario communities?
- Are there any other policy changes that are needed to support key priorities for housing, job creation, and streamlining of development approvals?
- Are there other tools that are needed to help implement the proposed policies?



# PROVINCIAL POLICY STATEMENT (PPS) REVIEW

A

## Increasing Housing Supply & Mix

A stable housing market with sufficient supply will help make housing more attainable and affordable for the people of Ontario. It will also attract new investment and create investment-ready communities that are attractive to employers and provide workers with places to live

The PPS draft policies would:

- Increase land supply requirements that municipalities must meet:
  - Increase planning horizon from 20 to 25 years (1.1.2)
  - Increase housing land supply from 10 to 12 years (1.4.1(a))
  - Allow higher minimum requirement for serviced residential land (5 years) for upper- and single-tier municipalities (1.4.1)
- Update provincial guidance to support land budgeting (i.e. Projection Methodology) (1.1.2, 1.2.4(a))
- Increase flexibility for municipalities related to the phasing of development (1.1.3.7) and compact form (1.1.3.6)

Add flexibility to the process for settlement area boundary expansions (e.g. allow minor adjustments subject to specific tests, highlight that study requirements should be proportionate to the size/scale of development) (1.1.3.8, 1.1.3.9)

Support the development of housing to meet current and future housing needs, and add reference to housing options and market-based needs (Vision, 1.4.1, 1.4.3, Definitions: “Housing options”) Require transit-supportive development and prioritize intensification, including potential air rights development, in proximity to transit, including corridors and stations (1.4.3(e))

- Support municipalities in achieving affordable housing targets by requiring alignment with Housing and Homelessness Plans (1.4.3(a))
- Broaden PPS policies to enhance support for development of long-term care homes (1.4.3(b)(1), Definitions: “Special needs” & “Public service facilities”)

B

## Protecting the Environment & Public Safety

The Made-in-Ontario Environment Plan includes a commitment to review land use policies that are critical to managing the impacts of a changing climate. Planning for extreme weather events helps protect people and property and makes financial sense

The PPS draft policies would:

- Enhance direction to prepare for impacts of a changing climate (Vision, 1.1.1(i), 1.1.3.2(d), 1.6.1, 1.6.6.1(b)(2), 1.6.6.7(c), 1.8.1, 2.2.1(c), 3.1.3, Definitions: “Impacts of a changing climate”, )
- Enhance stormwater management policies to protect water and support climate resiliency (1.6.6.7(a), 1.6.6.7(c), 1.6.6.7(d))
- Promote the on-site local reuse of excess soil (3.2.3)
- Maintain current policies related to natural and human made hazards which directs development away from hazardous areas including flood-prone areas in order to protect public health and safety, while work by the Special Advisor on flooding is underway (3.1)
- Maintain current policies that require municipalities in southern Ontario to identify natural heritage systems, and provide flexibility as to how to achieve this outcome (2.1.3)
- Provide a new, voluntary management approach for managing local or regionally-significant wetlands (2.1.10)
- Maintain protections for the Greenbelt

C

## Reducing Barriers & Costs

A streamlined land use planning and development process which protects what is important – while reducing barriers and costs – supports economic growth and investment and the continued prosperity of Ontarians

The PPS draft policies would:

- Require municipalities to take action to fast-track development applications for certain proposals (e.g. housing) (4.7)
- Allow mineral aggregate operations to use rehabilitation plans to demonstrate that extraction will have no negative impacts (2.5.2.2)
- Align policies and definition of cultural heritage with recent changes to the Ontario Heritage Act (Definitions: “Cultural heritage landscape”, various other definitions)
- Refocus PPS energy policies to support a broad range of energy types and opportunities for increased energy supply (1.6.11.1)
- Ground mounted solar would be permitted in prime agricultural and specialty crop areas as an on-farm diversified use (Definitions: “On-farm diversified uses”)
- Make minor changes to streamline development approvals and support burden reduction

D

## Supporting Rural, Northern & Indigenous Communities

Rural, northern and Indigenous communities are vital to Ontario’s continued prosperity and overall well-being

The PPS draft policies would:

- Allow flexibility for communities by clarifying perceived barriers to sewage and water servicing policies for lot creation and development in rural settlement areas (1.6.6)
- Enhance municipal engagement with Indigenous communities on land use planning to help inform decision-making, build relationships and address issues upfront in the approvals process (1.2.2, 2.6.5, Vision)
- Promote an agricultural systems approach to enhance agricultural protections to support critical food production and the agricultural sector as a significant economic driver (1.7.1(i), 2.3.2, 2.3.6.2, Definitions: “Agricultural system”, “Agri-food network”)

E

## Supporting Certainty & Economic Growth

Economic opportunities and continued investment are vital to supporting jobs and the continued economic well-being of all Ontarians. Supporting jobs is a key priority of Ontario’s Open for Business agenda

The PPS draft policies would:

- Encourage municipalities to facilitate conditions for economic investment (1.3.1(c))
- At the time of official plan review or update, encourage municipalities to assess locally-identified employment areas to ensure designations are appropriate (1.3.2.2)
- Provide municipalities with greater control over employment area conversions to support the forms of development and job creation that suit the local context (current and future) (1.3.2.5)
- Provide enhanced direction for land use compatibility and stronger protection for major facilities such as manufacturing and industrial uses where non-employment uses are planned nearby (i.e. buffering uses from new sensitive uses) (1.2.6.1, 1.2.6.2, 1.3.2.3, Definitions: “Major facilities”)



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## PLANNING AND DEVELOPMENT DEPARTMENT

June 25<sup>th</sup>, 2019

Honourable Steve Clark  
Ministry of Municipal Affairs and Housing  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto, Ontario  
M5G 2E5

**Re: Provincial Policy Statement**

Dear Mr. Clark,

Township staff and Council have been following with interest, the many changes that the Province has introduced through the More Houses, More Choice plan for the Province. To date this includes changes to at least 12 Provincial Acts as well as the Places to Grow Plan.

Township staff and Council have not yet seen changes to the Provincial Policy Statement and as a result, provide these comments at this time in anticipation of an expected review of this document as well.

Should changes be made to the Provincial Policy Statement, staff, as endorsed by the Township Planning Committee on June 10, 2019, request consideration of the following:

1. That the wording of Section 2.3.4 relating to consents within the agricultural areas of the Province be amended to support succession planning. Township staff has attempted to assist a legitimate full time farmer with plans to convey his farm to his son and family. The farm parcel has a second dwelling that is not required and is a financial burden in the succession plan. Township staff and Council are of the opinion that the severance of the second house is an appropriate proposal that helps protect and promote agriculture for future generations. Regional Planning staff on behalf of the province (one window) has appealed our decision as it was not part of a "farm consolidation." In this instance, if the Region is correct, good planning and the Provincial Policy Statement are not aligned.
2. Previous comments had been submitted by the Township on August 17, 2018. We ask that these comments (attached) also be given consideration as part of your upcoming review.

We trust that this request is clear. Should you require clarification or further input, please feel free to let us know.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Treble', is written over a horizontal line.

Brian Treble, MCIP, RPP Director of  
Planning and Building

cc: Sam Oosterhoff, MPP  
Mayor Bylsma & Council  
Bev Hendry, CAO



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## OFFICE OF THE MAYOR

August 17, 2018

The Honourable Steve Clark  
 Minister of Municipal Affairs and Housing

777 Bay Street, 17<sup>th</sup> Floor  
 Toronto, Ontario  
 Canada  
 M5G 2E5

Re: Provincial Policy Statement Agricultural Policies

The Municipality of West Lincoln is currently undergoing a process to justify an expansion of the urban boundary of Smithville in order to achieve the growth targets assigned by the Region of Niagara and the Province of Ontario. Being a small rural agricultural community just outside of a major urban centre, the pressures of growth are increasing. The process to justify an urban boundary expansion that the Township is following is the process outlined in the Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow) 2017.

This process involves a comprehensive background review including a land needs assessment, subwatershed study, agricultural impact study, aggregate study, servicing studies, transportation planning, community design study and secondary plans. A final component of the land needs assessment is to identify excess developable lands within settlement areas and prohibit development in those areas to 2041. In a two tier region such as the Niagara Region, excess lands must be identified on a Region wide basis, meaning that in order to justify expansion in West Lincoln, excess lands may need to be de-designated in other Municipalities with slower growth. The Township of West Lincoln is concerned that following the completion of a comprehensive planning review to justify expansion in West Lincoln, the urban boundary expansion decision will be hinged on another lower tier municipality's ability and willingness to remove excess developable lands in the Niagara Region.

The Township would prefer if excess lands could be identified within the lower tier boundary or in the immediately abutting lower tier municipalities as opposed to a Region wide scope. The Niagara Region is made up of four distinct market areas which should be recognised for land supply purposes.

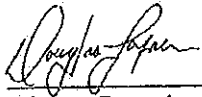
The Township is also concerned with the increasing amount of lands zoned for agricultural purposes only in perpetuity (APO) as a result of surplus farm dwelling severances, as permitted by the Provincial Policy Statement (Section 2.3.4). The Township of West Lincoln has chosen to continue to permit farmers to sever dwellings that are surplus to their needs as we recognize the changing needs of local farmers and the importance of offsetting the cost of additional farmland through the sale of surplus dwellings. The Township is concerned that currently there is no mechanism to remove the Agricultural Purposes Only (APO) zoning even in instances of legitimate agricultural ventures, and as a result may be reducing the availability of farmers to

start new farming operations.

Finally, the Township has concerns with the inability to de-designate agricultural lands for the purposes of creating rural employment areas and urban areas, or areas where businesses can locate which do not require municipal servicing or extensive infrastructure. Permitting the creation of rural employment lands in Hamlets within Prime Agriculturally designated lands, would preserve lands within serviced employment areas for businesses that require infrastructure; and reduce the number of businesses that locate on good agricultural lands on a scattered basis throughout the Township.

We hereby request that the Ministry and all other agencies and representatives who are involved in rural policy review consider the comments and concerns noted in this letter. The Township would be pleased to discuss with the Ministry options that may be more appropriate for the Township West Lincoln and other rural municipalities in Ontario.

We trust that you find these concerns to be outlined in a clear and concise fashion. Should you have any concerns or wish to discuss please contact the Director of Planning and Building, Brian Treble at 905-957-5138 or by email at [btreble@westlincoln.ca](mailto:btreble@westlincoln.ca).



Mayor Douglas Joyner

Cc: Premier of Ontario, The Honourable Doug Ford  
MPP Sam Oosterhoff  
ROMA, Rural Ontario Municipal Association

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
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Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. : 416 585-7000



July 22, 2019

Dear Head of Council:

**RE: Provincial Policy Statement Review – Draft Policies**

---

I am writing today to announce that my ministry is launching a consultation on proposed policy changes to the **Provincial Policy Statement (PPS)**. The PPS is an important part of Ontario's land use planning system, setting out the provincial land use policy direction.

Municipalities play a key role in implementing these policies through local official plans, zoning by-laws and other planning decisions. The Planning Act requires that decisions on land use planning matters be “consistent with” the Provincial Policy Statement policies.

The government is consulting on draft policy changes to:

- Encourage the development of an increased mix and supply of housing
- Protect the environment and public safety
- Reduce barriers and costs for development and provide greater predictability
- Support rural, northern and Indigenous communities
- Support the economy and job creation

The proposed PPS policy changes support the implementation of [More Homes, More Choice: Ontario's Housing Supply Action Plan](#). The Action Plan includes a series of distinct but coordinated initiatives to address housing supply, including a review of the Provincial Policy Statement. The proposed PPS changes work together with other recent changes to the land use planning system – including to the Planning Act through [Bill 108, More Homes, More Choice Act, 2019](#) (once proclaimed) and [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#).

For more information about the consultation, please visit <http://www.mah.gov.on.ca/Page215.aspx> where you will find:

- A link to the posting on the Environment Registry of Ontario (ERO #019-0279), including the proposed Provincial Policy Statement and questions to consider
- Information on how to provide comments

The consultation is open for 90 days and closes on October 21, 2019.

I look forward to hearing your ideas on the proposed changes to the Provincial Policy Statement.

If you have any questions about the consultation, please contact the ministry at [planningconsultation@ontario.ca](mailto:planningconsultation@ontario.ca) or by calling 1-877-711-8208.

Sincerely,

Steve Clark

Steve Clark  
Minister

c: Planning Head and/or Clerks

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

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et du Logement**

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SEP 04 2019

19-3663

Brian Treble  
Director of Planning and Building  
Township of West Lincoln  
[btreble@westlincoln.ca](mailto:btreble@westlincoln.ca)

Dear Brian Treble:

Thank you for your letter regarding potential changes to the Provincial Policy Statement (PPS).

As you may know, on July 22, 2019, the government posted proposed policy changes to the PPS on the Environmental Registry of Ontario to seek public input (<https://ero.ontario.ca/notice/019-0279>). As part of the launch of this consultation a letter was sent to your municipality welcoming your feedback on the proposed PPS. The consultation is open for 90 days and closes on October 21, 2019.

The proposed PPS policy changes support the implementation of **More Homes, More Choice: Ontario's Housing Supply Action Plan**. The Plan includes a series of distinct but coordinated initiatives to address housing supply, including a review of the PPS. The proposed PPS changes work together with other recent changes to the land use planning system – including to the *Planning Act* through the *More Homes, More Choice Act, 2019* (once proclaimed) and **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**.

The government will take your feedback into consideration. Should you have additional comments, please submit them to [planningconsultation@ontario.ca](mailto:planningconsultation@ontario.ca) or through the Environmental Registry of Ontario website referred to above.

Once again, thank you for bringing this matter to my attention. Please accept my best wishes.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Clark".

Steve Clark  
Minister

c: Sam Oosterhoff, MPP  
Niagara West



318 Canborough St. P.O. Box 400  
Smithville, ON  
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## PLANNING AND DEVELOPMENT DEPARTMENT

June 25<sup>th</sup>, 2019

Honourable Steve Clark  
Ministry of Municipal Affairs and Housing  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto, Ontario  
M5G 2E5

**Re: Provincial Policy Statement**

Dear Mr. Clark,

Township staff and Council have been following with interest, the many changes that the Province has introduced through the More Houses, More Choice plan for the Province. To date this includes changes to at least 12 Provincial Acts as well as the Places to Grow Plan.

Township staff and Council have not yet seen changes to the Provincial Policy Statement and as a result, provide these comments at this time in anticipation of an expected review of this document as well.

Should changes be made to the Provincial Policy Statement, staff, as endorsed by the Township Planning Committee on June 10, 2019, request consideration of the following:

1. That the wording of Section 2.3.4 relating to consents within the agricultural areas of the Province be amended to support succession planning. Township staff has attempted to assist a legitimate full time farmer with plans to convey his farm to his son and family. The farm parcel has a second dwelling that is not required and is a financial burden in the succession plan. Township staff and Council are of the opinion that the severance of the second house is an appropriate proposal that helps protect and promote agriculture for future generations. Regional Planning staff on behalf of the province (one window) has appealed our decision as it was not part of a "farm consolidation." In this instance, if the Region is correct, good planning and the Provincial Policy Statement are not aligned.
2. Previous comments had been submitted by the Township on August 17, 2018. We ask that these comments (attached) also be given consideration as part of your upcoming review.

We trust that this request is clear. Should you require clarification or further input, please feel free to let us know.

Sincerely,

Brian Treble, MCIP, RPP Director of  
Planning and Building

cc: Sam Oosterhoff, MPP  
Mayor Bylsma & Council  
Bev Hendry, CAO



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## OFFICE OF THE MAYOR

August 17, 2018

The Honourable Steve Clark  
 Minister of Municipal Affairs and Housing

777 Bay Street, 17<sup>th</sup> Floor  
 Toronto, Ontario  
 Canada  
 M5G 2E5

Re: Provincial Policy Statement Agricultural Policies

The Municipality of West Lincoln is currently undergoing a process to justify an expansion of the urban boundary of Smithville in order to achieve the growth targets assigned by the Region of Niagara and the Province of Ontario. Being a small rural agricultural community just outside of a major urban centre, the pressures of growth are increasing. The process to justify an urban boundary expansion that the Township is following is the process outlined in the Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow) 2017.

This process involves a comprehensive background review including a land needs assessment, subwatershed study, agricultural impact study, aggregate study, servicing studies, transportation planning, community design study and secondary plans. A final component of the land needs assessment is to identify excess developable lands within settlement areas and prohibit development in those areas to 2041. In a two tier region such as the Niagara Region, excess lands must be identified on a Region wide basis, meaning that in order to justify expansion in West Lincoln, excess lands may need to be de-designated in other Municipalities with slower growth. The Township of West Lincoln is concerned that following the completion of a comprehensive planning review to justify expansion in West Lincoln, the urban boundary expansion decision will be hinged on another lower tier municipality's ability and willingness to remove excess developable lands in the Niagara Region.

The Township would prefer if excess lands could be identified within the lower tier boundary or in the immediately abutting lower tier municipalities as opposed to a Region wide scope. The Niagara Region is made up of four distinct market areas which should be recognised for land supply purposes.

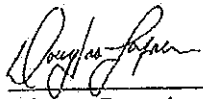
The Township is also concerned with the increasing amount of lands zoned for agricultural purposes only in perpetuity (APO) as a result of surplus farm dwelling severances, as permitted by the Provincial Policy Statement (Section 2.3.4). The Township of West Lincoln has chosen to continue to permit farmers to sever dwellings that are surplus to their needs as we recognize the changing needs of local farmers and the importance of offsetting the cost of additional farmland through the sale of surplus dwellings. The Township is concerned that currently there is no mechanism to remove the Agricultural Purposes Only (APO) zoning even in instances of legitimate agricultural ventures, and as a result may be reducing the availability of farmers to

start new farming operations.

Finally, the Township has concerns with the inability to de-designate agricultural lands for the purposes of creating rural employment areas and urban areas, or areas where businesses can locate which do not require municipal servicing or extensive infrastructure. Permitting the creation of rural employment lands in Hamlets within Prime Agriculturally designated lands, would preserve lands within serviced employment areas for businesses that require infrastructure; and reduce the number of businesses that locate on good agricultural lands on a scattered basis throughout the Township.

We hereby request that the Ministry and all other agencies and representatives who are involved in rural policy review consider the comments and concerns noted in this letter. The Township would be pleased to discuss with the Ministry options that may be more appropriate for the Township West Lincoln and other rural municipalities in Ontario.

We trust that you find these concerns to be outlined in a clear and concise fashion. Should you have any concerns or wish to discuss please contact the Director of Planning and Building, Brian Treble at 905-957-5138 or by email at [btreble@westlincoln.ca](mailto:btreble@westlincoln.ca).



Mayor Douglas Joyner

Cc: Premier of Ontario, The Honourable Doug Ford  
MPP Sam Oosterhoff  
ROMA, Rural Ontario Municipal Association

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. : 416 585-7000



July 22, 2019

Dear Head of Council:

**RE: Provincial Policy Statement Review – Draft Policies**

---

I am writing today to announce that my ministry is launching a consultation on proposed policy changes to the **Provincial Policy Statement (PPS)**. The PPS is an important part of Ontario's land use planning system, setting out the provincial land use policy direction.

Municipalities play a key role in implementing these policies through local official plans, zoning by-laws and other planning decisions. The Planning Act requires that decisions on land use planning matters be “consistent with” the Provincial Policy Statement policies.

The government is consulting on draft policy changes to:

- Encourage the development of an increased mix and supply of housing
- Protect the environment and public safety
- Reduce barriers and costs for development and provide greater predictability
- Support rural, northern and Indigenous communities
- Support the economy and job creation

The proposed PPS policy changes support the implementation of [More Homes, More Choice: Ontario's Housing Supply Action Plan](#). The Action Plan includes a series of distinct but coordinated initiatives to address housing supply, including a review of the Provincial Policy Statement. The proposed PPS changes work together with other recent changes to the land use planning system – including to the Planning Act through [Bill 108, More Homes, More Choice Act, 2019](#) (once proclaimed) and [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#).

For more information about the consultation, please visit <http://www.mah.gov.on.ca/Page215.aspx> where you will find:

- A link to the posting on the Environment Registry of Ontario (ERO #019-0279), including the proposed Provincial Policy Statement and questions to consider
- Information on how to provide comments

The consultation is open for 90 days and closes on October 21, 2019.

I look forward to hearing your ideas on the proposed changes to the Provincial Policy Statement.

If you have any questions about the consultation, please contact the ministry at [planningconsultation@ontario.ca](mailto:planningconsultation@ontario.ca) or by calling 1-877-711-8208.

Sincerely,

Steve Clark

Steve Clark  
Minister

c: Planning Head and/or Clerks

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

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Tél. : 416 585-7000



SEP 04 2019

19-3663

Brian Treble  
Director of Planning and Building  
Township of West Lincoln  
btreble@westlincoln.ca

Dear Brian Treble:

Thank you for your letter regarding potential changes to the Provincial Policy Statement (PPS).


As you may know, on July 22, 2019, the government posted proposed policy changes to the PPS on the Environmental Registry of Ontario to seek public input (<https://ero.ontario.ca/notice/019-0279>). As part of the launch of this consultation a letter was sent to your municipality welcoming your feedback on the proposed PPS. The consultation is open for 90 days and closes on October 21, 2019.

The proposed PPS policy changes support the implementation of **More Homes, More Choice: Ontario's Housing Supply Action Plan**. The Plan includes a series of distinct but coordinated initiatives to address housing supply, including a review of the PPS. The proposed PPS changes work together with other recent changes to the land use planning system – including to the *Planning Act* through the *More Homes, More Choice Act, 2019* (once proclaimed) and **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**.

The government will take your feedback into consideration. Should you have additional comments, please submit them to [planningconsultation@ontario.ca](mailto:planningconsultation@ontario.ca) or through the Environmental Registry of Ontario website referred to above.

Once again, thank you for bringing this matter to my attention. Please accept my best wishes.

Sincerely,



Steve Clark  
Minister

c: Sam Oosterhoff, MPP  
Niagara West

**DATE:** September 14, 2020

**REPORT NO:** PD-116-2020

**SUBJECT:** Information Report – Provincial Changes to Excess Soil Regulations and Relationship to Township Site Alteration By-law

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- The Province made changes to the excess soil regulation of the Environmental Protection Act in December of 2019, but has spent the early part of 2020 rolling these changes out to municipalities.
- Township Staff have now had a chance to attend two online training sessions as a result of COVID-19 and are still attempting to learn more about what the Province has done and how it will impact the Township of West Lincoln.
- There is general flavor in the amendments that the Province is trying to reduce the amount of excess soil that ends up in landfills and how much trucking is occurring. Having said this however, it is also staff understands that if the soil is not beneficial to the location where it has been placed, then it is deemed to be “waste”.
- Staff’s understanding is that this interpretation helps West Lincoln and will help other areas protect prime agricultural lands for agricultural purposes and only allow dumping where beneficial to soil quality and crop production.
- Additional amendments encourage onsite reuse of excess soil and will require the tracking of trucks and where soil is being hauled to.
- One of the biggest challenges with the changes is the extensive implementation/phase-in period since some regulatory changes do not take effect until January 1<sup>st</sup>, 2025.

## RECOMMENDATION:

1. That, report PD-116-2020, regarding “Information Report, Provincial Changes to Excess Soil Regulations and Relationship to Township Site Alteration By-law”, dated September 14, 2020, BE RECEIVED for information purposes.

## ALIGNMENT TO STRATEGIC PLAN:

### Theme #6 and #5

- **Efficient, Fiscally Responsible Operations**
- **Community Health and Safety**

## BACKGROUND:

There is increased concern from the development industry, municipalities and residents about the impacts of hauling excess soil from site to site for disposal purposes. Many operators deposit soil in unplanned and unapproved locations at low cost while the Province understands that such soil is being hauled to landfills and other approved locations.

More regulations by the Province will assist lower tier municipalities in attempting to regulate and control the dumping of soil. It remains to be seen if the Provincial changes will be enough, but they do appear to be a good start.

## CURRENT SITUATION:

The following Provincial summary provides a broad understanding of some of the changes that have been made by the Provincial Government to help regulate and control excess soil.

*This regulatory framework:*

- *provides clear rules on managing and reusing excess soil*
- *limits soil being sent to landfill*
- *reduces greenhouse gas emissions from soil transportation*
- *reduces current burden and cost of excess soil management, while continuing to ensure strong environmental protection*
- *removes barriers to brownfields redevelopment*

*The regulatory changes will do the following:*

1. **Reuse of soil** - *The On-Site and Excess Soil Management Regulation will clarify requirements for the reuse and management of excess soil, including risk-based standards for safe reuse. The regulation also clarifies when the waste designation applies to the movement and disposal of excess soil and replaces or simplifies waste-related approvals with regulatory rules for low risk soil management activities. These provisions will come into effect on July 1, 2020.*

2. **Excess Soil Planning Actions** - Subject to exceptions, project leaders of certain projects generating or receiving excess soil will be required, starting January 1, 2022, to conduct excess soil management actions before any excess soil leaves the project area, including in some cases characterizing the soil to determine the concentrations of contaminants in the soil. It would also include identifying appropriate reuse sites and tracking excess soil movements. Key information would be required to be registered on a public registry.
3. **Landfilling of excess soil** - The On-site and Excess Soil Management Regulation will restrict the deposit of clean soil at landfill sites, unless the soil is needed for cover or functions beneficial to the functioning of the landfill. This requirement will come into effect on January 1, 2025.
4. **Brownfields redevelopment** - Brownfield properties are vacant or underutilized lands previously used for industrial or commercial activities and that typically require the filing of a record of site condition before being redeveloped. The amendments to O. Reg. 153/04 include reduced requirements associated with filing a Record of Site Condition. This includes a reduced need to fully delineate contaminants for properties going through the Risk Assessment process, flexibility on meeting standards in specific circumstances, and removing the requirement for a Record of Site Condition for specific low risk redevelopment situations. These changes came into effect immediately.

Many components of the Provincial changes are being phased in, as outlined below:

- modified rules for reuse of salt-impacted soils, increased quantities and storage times at temporary sites, use of solidification agents and reuse of liquid soil
- reduced requirements for reuse of soil in infrastructure projects
- greater recognition of beneficial reuse of soils at landfills
- in response to stakeholder concerns around providing sufficient time for education, and for necessary guidance to be developed and to recognize existing contracts, the following revised implementation dates are provided:
  - upon filing (same as previously proposed): brownfields redevelopment amendments
  - July 1, 2020 (from January 1, 2020): reuse rules and the waste designation
  - January 1, 2022 (from 2021): testing, tracking, hauling records and registration
  - January 1, 2025 (from 2023): restrictions on landfilling soils

- *Grandfathering provisions - applicable from January 1, 2022 to January 1, 2026, to recognize where work to be done is already stipulated in a contract*

Staff intends to continue to monitor these Provincial changes with the hope that they support the Township of West Lincoln's site alteration by-law and our efforts to protect agricultural land for agricultural purposes and support soil placement when agricultural improvements result.

**FINANCIAL IMPLICATIONS:**

Not applicable to this report.

**INTER-DEPARTMENTAL COMMENTS:**

Not applicable to this report.

**CONCLUSION:**

Staff have provided this staff report to inform Committee and Council on changes that have been made by the Province to the Environmental Protection Act, and regulations of the act and which have slowly been rolled out to municipalities in the 1<sup>st</sup> half of 2020.

Staff will continue to monitor these changes and what impacts these changes will have to the Township of West Lincoln and staff will report back as required.

**ATTACHMENT:**

1. Management of Excess Soil – A Guide for Best Management Practices

**Prepared & Submitted by:**



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**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

**Approved by:**



---

**Bev Hendry,**  
**CAO**

# Management of Excess Soil - A Guide for Best Management Practices

Best management practices for managing excess soil in a manner that promotes sustainability and protects the natural environment.

## On this page

1. [Background](#)
  2. [Purpose and application of this document](#)
  3. [Beneficial reuse and management options](#)
  4. [General excess soil management considerations](#)
  5. [Excess soil: Best management practices](#)
  6. [Ontario regulation 153/04 and the soil and ground water standards](#)
- 

This guideline is not, and should not be construed as legal advice. A lawyer should be consulted on questions about the application or interpretation of the laws of Ontario as they relate to the matters covered by this guideline.

## Background

Soil is an important resource. The protection and conservation of soil in Ontario is a valuable component of maintaining the environment for present and future generations. The Ministry of the Environment (MOE) encourages the beneficial reuse of excess soil in a manner promoting sustainability and the protection of the environment. The best practices described within this document are intended to assist those managing excess soil, particularly when the soil may be affected by contamination, in preventing and mitigating the potential for adverse effects.

### What is "Excess Soil"?

For the purpose of this document, "excess soil" is soil that has been excavated, mainly during construction activities, that cannot or will not be reused at the site where the soil was excavated and must be moved off site. In some cases, excess soil may be temporarily stored at another location before the excess soil is brought back to be used for a beneficial reuse at the site where the soil was originally excavated.

For the purpose of this document, "soil" is defined as it is *Ontario Regulation 153/04* (Records of Site Condition Part XV.1 of the Act):

unconsolidated naturally occurring mineral particles and other naturally occurring material resulting from the natural breakdown of rock or organic matter by physical, chemical or biological processes that are smaller than 2 millimetres in size or that pass the US #10 sieve.

This document does not apply to materials outside the scope of the above definitions, such as compost, engineered fill products, asphalt, concrete, re-used or recycled aggregate product and/or mine tailings, other products, including soil mixed with debris such as garbage, shingles, painted wood, ashes, or other refuse.

## **Management of Excess Soil**

Excess soil must be managed in a sustainable manner in order to maintain a healthy economy while protecting the environment. Both the *Growth Plan for the Greater Golden Horseshoe*, under the *Places to Grow Act, 2005*, and the Provincial Policy Statement under the *Planning Act* encourage important policy objectives, such as new or renewed infrastructure, intensification of urban areas, and the redevelopment of brownfield sites. These activities often result in the need to manage large quantities of excess soil. Soil conservation and management should be integrated into all aspects of the planning and development process, from the initial concept, through permitting, construction, transportation and reuse of excess soil.

The *Environmental Protection Act*, R.S.O 1990, c. E.19 (*EPA*) provides the MOE with the authority to address the discharge of a contaminant into the natural environment that is causing or may cause an "adverse effect", a term that is defined under the *EPA*. Where environmental concerns are identified at a site, the MOE may assess all activities related to soil management, including those occurring at the excavation site, during transportation or at sites where the soil is received, and may take appropriate actions within the MOE's legislative mandate. This may include issuing orders arising from actual or potential adverse effects associated with improper soil management.

Those managing excavated soil or excess soil must ensure that the management does not result in the discharge of a contaminant into the natural environment that causes or may cause an adverse effect, and when required, must provide notice of the discharge of the contaminant(s) into the natural environment in accordance with the provisions of the *EPA*.

If, at any time, the management of excavated soil or excess soil causes an adverse effect, such as odour, litter, dust, noise, or other impacts to the natural environment or water quality, appropriate preventive and remedial actions should immediately be taken to alleviate the adverse effect or impact. Until these issues are addressed, the owner/operator may need to suspend all soil management activities, including soil excavating, transporting or receiving.

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## **Purpose and application of this document**

### **Activities Covered under these Best Management Practices**

The best management practices in this document provide guidance on how to handle excess soil beginning at the place where the soil is excavated (a "Source Site"), during the transportation of the excess soil, and through to a site where the excess soil can be reused for a beneficial purpose (a "Receiving Site").

This document also includes recommendations for temporary storage of excess soil at an intermediate site, between the Source Site and Receiving Site, where the intermediate site (a "Temporary Storage Soil Site") is owned or leased by the owner/operator of the Source Site or Receiving Site, for temporary storage of the excess soil.

The best management practices are not intended to be applied to small, low-risk construction or maintenance activities that are limited to single-dwelling residential properties, or activities associated with minor municipal road work or sewer/water main construction or repair. However, those involved in these smaller-scale projects and smaller-scale soil management activities are encouraged to consider whether the best practices may be useful, and to consult with any applicable approval authorities and Receiving Site owners/operators on reuse or disposal options before moving excess soil from a Source Site to a Receiving Site or Temporary Soil Storage Site.

## **This Document and Applicable Law**

All those who create, manage, transport, receive or store excess soil are responsible for ensuring that the excess soil is managed in an environmentally sound manner. They must also meet all applicable legal requirements, including current provincial and federal regulatory requirements, such as: site alteration, noise and traffic by-laws and permitting regimes established by municipalities and Conservation Authorities; the soil management provisions in *Ontario Regulation 153/04* that relate to the submission and filing of a Record of Site Condition; and, when excavated soil and other excavated materials are being managed as a waste, the *EPA* and waste regulations.

These best management practices are intended to complement legal requirements; they are not themselves legal requirements or approvals and must not be taken to be, and they are subject to and do not replace legislation or legally binding documents of other kinds. Those who create, manage, transport, receive or store excess soil must be familiar with and remain responsible for complying with all applicable legislation and other legal requirements.

The best management practices are intended to provide general concepts which may be used to address the general management of excess soil for beneficial reuse purposes. Municipalities and Conservation Authorities are encouraged to consider the concepts set out in these best management practices when issuing permits or approvals, or establishing by-laws or policies for the management of excess soil, and make use of them as appropriate for the specific context. In this respect, where legally enforceable instruments seek to include or adopt the concepts in these best management practices, care should be taken to adapt the language in this document to make it appropriate for legally binding regulatory instruments and the particular requirements of the specific instrument.

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## Beneficial reuse and management options

All stakeholders should look for opportunities to minimize the amount of soil to be excavated during construction projects. When soil does need to be excavated, the MOE encourages the reuse of the excavated soil at the site where it is excavated, to limit the amount of excess soil that requires management off site. The MOE encourages use of the excess soil for a beneficial purpose, provided that the use complies with applicable legislation and where the use does not have a potential to cause an adverse effect within the meaning of the *EPA*, or impair water quality under the *Ontario Water Resources Act*, R.S.O. 1990, c. O.40 (*OWRA*).

The MOE also promotes the reuse of excavated soil from civil construction projects at the site where the soil is excavated, or reuse of excess soil at other similar civil construction projects. The owners or developers of sites undergoing development activities that require soil for specific uses, such as the construction of berms or new roads, are encouraged to consider importing excess soil for this use. Reusing excess soil limits the need to import soil from natural or virgin sources, and may reduce the transportation distances associated with soil importation.

### Management Options for Excavated Soil

There are several management options for soil excavated during construction that should be evaluated on a site by site basis. In all cases, the excavated soil or excess should be appropriate for its intended reuse. Some examples include:

#### On site

- direct reuse of the excavated soil at the excavation site; and
- treating or processing excavated soil and reusing the soil at the excavation site, in accordance with the terms and conditions of an Environmental Compliance Approval (ECA) where required.

#### Off Site

- reusing excess soil at a construction or development site where imported soil is required for purposes such as site alteration, filling in depressions/excavations, or re-grading;
- managing excess soil at an MOE-approved soil recycling, processing or treatment facility, in accordance with the terms and conditions of the ECA;
- reusing excess soil at a commercial site where soil is purchased to be reused at the site for a beneficial purpose, often referred to as a commercial fill site; and
- transporting excess soil to a MOE-approved waste disposal site for use as daily cover (as appropriate) or for final disposal in accordance with the terms and conditions of the ECA.

Both on-site and off-site management options for excavated soil may require temporary storage at another location prior to the soil being used for a beneficial reuse purpose.

### Soil Treatment and Environmental Compliance Approvals

While soil can be reused in many instances, it is important to note that, when soils are affected by contamination to the point where they cannot be directly reused at the site where they were excavated or at a Receiving Site, treatment and processing options may be available to reduce the concentrations of contaminants. Soil treatment or processing facilities are not the subject matter of this document. The establishment and operation of soil treatment or processing facilities is subject to ECA requirements under the *EPA*.

Facilities that receive soil for storage prior to transportation to an approved soil treatment facility or MOE-approved waste disposal facility may also require an ECA.

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## **General excess soil management considerations**

### **Qualified Persons**

Those who manage excess soil are encouraged to retain the services of a Qualified Person (QP) within the meaning of section 5 of *Ontario Regulation 153/04*. QPs are professional geoscientists and professional engineers. A QP who is retained should be someone who can exercise professional judgment based on his or her experience in order to advise on appropriate reuse options for the excavated soil or excess soil, and make these decisions based on appropriate analysis and characterization of the soil. The QP should use a risk-based approach and take into consideration the effects of loading associated with the concentrations of individual contaminants in soil and the impacts on the pre-existing, ambient conditions at the site. This will likely require a QP who is qualified to prepare or supervise a risk assessment, as set out section 6 of *Ontario Regulation 153/04*. Depending upon the intended beneficial reuse of the excess soil, the QP may need to consult with others to make decisions on the appropriateness of the excess soil for reuse, such as an agrologist if soil is to be used for an agricultural purpose.

### **Soil Quality**

Understanding whether the placement of soil may cause an adverse effect or a degradation of the pre-existing condition of the Receiving Site requires knowledge of the quality of the excess soil from the Source Site and the quality of soil at the Receiving Site.

Excess soil reuse is encouraged where chemical analyses of soil at the Source and Receiving Sites determine that the soil is appropriate to be reused at the Receiving Site. The analyses should be based on the specific conditions at the sites, including the history of the sites, and take into consideration the intended and/or anticipated future land uses of the Receiving Site. Soil placement should not degrade the existing conditions at a Receiving Site; for example, a new contaminant should not be introduced to the Receiving Site and the concentration of an existing contaminant should not be increased at the Receiving Site. When determining if excess soil is appropriate for a Receiving Site, consideration should also be given to the physical characteristics of the excess soil, including soil type and geotechnical suitability.

Professional expertise and judgment will be necessary to inform the assessment and the extent of testing to be undertaken including a reasonable identification of potential contaminants based on reviewing the history and conditions of the sites.

Mixture and dilution of contaminated soils to reduce the concentrations of contaminants should not be undertaken.

*Ontario Regulation 153/04* sets out soil standards which apply when a Record of Site Condition (RSC) is being submitted for filing. These soil standards are not intended to address overall soil management activities. Additional information on the use and application of these standards can be found later in this document within the section entitled, "*Ontario Regulation 153/04 and the Soil and Ground Water Standards*".

## **Laboratory Analysis and Analytical Procedures**

It is recommended that soil analyses be undertaken by a laboratory with an internationally recognized accreditation body [e.g. Standards Council of Canada (SCC) or Canadian Association for Laboratory Accreditation (CALA)] and in accordance with the International Standard ISO/IEC 17025 General Requirements for the Competence of Testing and Calibration Laboratories. It is recommended that analytical procedures should be conducted as outlined in section 47 of *Ontario Regulation 153/04* and in the Protocol for Analytical Methods Used in the Assessment of Properties under Part XV.1 of the *Environmental Protection Act, July 1, 2011*.

## **Considerations for Pits and Quarries**

This document does not apply to aggregate resources that are extracted from pits and quarries. Where it has been determined that a pit or quarry is a suitable location for the large-scale deposit of fill, owners are encouraged to design and implement a *Fill Management Plan* (as outlined below in these best management practices) to facilitate the transition from pit/quarry operation through to rehabilitation to a future land use. Where appropriate, elements of the *Fill Management Plan* may be incorporated into the appropriate regulatory tool, such as an aggregate licence/permit until rehabilitation and surrender are complete, or by municipal or conservation authority permits after rehabilitation.

## **Consultation and Engagement**

Public consultation by the owners/operators of potential Receiving Sites is highly recommended and may be undertaken in conjunction with other public communication activities, such as those required for the purpose of zoning or permitting through municipal by-laws. If undertaken in conjunction with other communication activities, the event should be advertised to include information-sharing specific to the soil management activities.

Early in the process, proactive engagement with First Nations and Métis is recommended for those community partners that may be impacted or interested in the proposed activity.

## **Maintaining Records**

For the purpose of any record-keeping mentioned in this document, it is recommended that records be retained for a minimum of 7 years after the completion of all excess soil management activities or the removal of all excess soil from a Temporary Soil Storage Site.

## **Invasive Species**

Soil management activities can contribute to the introduction and spread of invasive species. Examples of species that can be moved to new areas through the movement of excess soil include European fire ants, Japanese knotweed, Phragmites, Giant hogweed, Garlic mustard and Dog strangling vine. Soil may contain plant parts, seeds, and invertebrates (e.g. European fire ants). Once introduced into a new area, these species can spread rapidly and often cause issues and concerns for landowners, and can have a significant impact on biodiversity. Disturbance and exposure of un-vegetated soil can also contribute to the establishment of invasive plants. Consideration should be given to controlling the introduction and spread of invasive species during all excess soil management activities. Those managing excavated soil may need to mitigate or eradicate invasive species or plant growth resulting from soil management activities.

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## **Excess soil: Best management practices**

The following are the recommended best management practices for excess soil.

### **General**

To effectively manage excess soil, best management practices as outlined below, and as appropriate in individual circumstances, should be adopted by owners/operators of Source Sites, Receiving Sites and Temporary Soil Storage Sites. These best practices are intended to assist in preventing adverse effects. All sites that receive excess soil to be used for a beneficial purpose should be constructed, operated and maintained in a manner that ensures the health and safety of all persons and prevents adverse effects or impairment of water quality within the meaning of the *OWRA*.

In addition to these practices, those engaging in the management of excess soil are encouraged to consider applicable industry codes of practice.

### **Transportation**

It is recommended that owners and operators engaged in excess soil management activities have a *Traffic and Transportation Management Plan*. This plan should address the following considerations where applicable:

- location and configuration of site entrances;
- truck queuing and parking;
- dust control and mud-tracking prevention/truck cleaning; and
- haul routes between Source Sites, Receiving Sites and Temporary Soil Storage Sites.

When preparing a *Traffic and Transportation Management Plan* those managing excess soil should consult with local upper-tier and lower-tier municipalities regarding appropriate transportation routes.

## **Municipalities and Conservation Authorities**

Municipalities are encouraged to consider all tools available to assist in sustainable excess soil management at the local level.

The *Provincial Policy Statement and Provincial Plans*, such as the *Oak Ridges Moraine Conservation Plan*, *Niagara Escarpment Plan*, *Greenbelt Plan* and *Source Water Protection Plans*, contain specific policies related to protection of ground and surface water resources, features and systems, including highly vulnerable aquifer areas, as well as natural heritage features and systems. They also contain policies on site alteration within, and adjacent to, these features and systems, including landform conservation. Municipalities should consider a proactive evaluation of whether there are areas within the municipality which are not suitable for receiving excess soils or certain types of excess soils and build these areas into their municipal management regime, such as site-alteration by-laws.

Municipalities and Conservation Authorities should also consider projects within their areas of jurisdiction where excess soil may be excavated and, where possible, encourage the reuse of excess soil for local projects. Municipalities are further encouraged to undertake initiatives within their jurisdictions and to work with partner agencies, such as Conservation Authorities, to establish and track excess soil creation and identify sites that may require excess soil. A strategic and long-term management plan developed at a municipal level would be beneficial to anticipate soil generation and soil demand projects in order to plan soil reuse opportunities and to help inform future land use planning considerations, including the need for Temporary Soil Storage Sites.

## **Procurement**

When tendering contracts that may include the management or movement of excess soil, municipalities, government ministries and agencies and others who procure services related to excess soil management, should consider incorporating these best management practices as requirements. Procurement documents should specify the need for a *Soil Management Plan* at a Source Site, and the need to identify the appropriateness of Receiving Site(s) based on a *Fill Management Plan*. This is recommended to ensure that, before the transportation of excess soil to a Receiving Site or a Temporary Soil Storage Site, the owner and operator of the Source Site is aware of excess soil management considerations and the ultimate destination(s) of the excess soil.

## **Source Sites**

The owner/operator of a Source Site should retain the services of a QP to develop a *Soil Management Plan*.

The following items should be included in the *Soil Management Plan*:

- a copy of the detailed sampling and analysis plan for all excavated soil from the Source Site;
- the estimated volume of excess soil to be managed off-site;
- a site plan that identifies all the areas to be excavated, with the estimated volume and soil type and quality of each area, along with a copy of the detailed instructions to on-site contractors identifying the area and depth of soil to be excavated for off-site management; and
- a list of potential Receiving Sites linked to excavated areas of the site plan.

Excess soil should not be transported from a Source Site to a Receiving Site without confirmation that a *Fill Management Plan* exists for the Receiving Site. For excess soil being transported to a Temporary Soil Storage Site, the Source Site owner/operator should confirm that the Temporary Soil Storage Site is being operated with regard to the best management practices outlined below.

When excess soil is removed from the Source Site and transported to a Receiving Site:

- each load should be accompanied by documentation signed by the Source Site QP that includes appropriate and representative soil analyses from the soil at the Source Site confirming the soil quality is acceptable for the intended Receiving Site in accordance with the Receiving Site's *Fill Management Plan*;
- the Source Site owner and QP should obtain and keep written documentation from the Receiving Site confirming that the soil was received and the quality and quantity were acceptable in accordance with the Receiving Site's *Fill Management Plan*.

When excess soil is removed from the Source Site and transported to a Temporary Soil Storage Site:

- each load should be accompanied by documentation signed by the Source Site QP that includes appropriate and representative soil analyses from the soil at the Source Site confirming the soil quality is acceptable for storage at a Temporary Soil Storage Site;
- the Source Site owner and QP should obtain and keep written documentation from the Temporary Soil Storage Site confirming that the soil was received and the quality and quantity were acceptable for an intended reuse at a Receiving Site.

The owner/operator of a Source Site should ensure that all provisions of the *Soil Management Plan* are carried out.

If requested, the QP at the Source Site should make documentation, including all past environmental site assessment information, available to any proposed Receiving Site.

## **Receiving Sites**

Prior to establishing a proposed Receiving Site, the owners/operators of the proposed Receiving Site should:

- undertake pre-consultation with local municipalities, any applicable Conservation Authorities and any local First Nations and Métis communities;
- undertake public consultation to ensure local community and land owners are aware of the proposal and have an opportunity to comment; and
- ensure the comments received are taken into consideration and are used to inform the final design and operation of the Receiving Site.

The owner/operator of a Receiving Site should retain the services of a QP to undertake an assessment to establish the current site condition of the soil and ground water to ensure the site is appropriate to be used as a Receiving Site. Appropriateness of the site should be based on, and take into consideration soil type and permeability in addition to nearby receptors and features, such as source water protection areas, natural hazard areas, surface water features, natural heritage features, wetlands and their areas of hydrologic influence, and ground water recharge rates, patterns and areas. Consideration should also be given to the future land use for the site, including potential agricultural uses and capacity.

Once the assessment has been undertaken to demonstrate the site is suitable to receive excess soil, the QP should prepare a *Fill Management Plan*, which outlines the overall condition and operation of the Receiving Site and should include the following:

- procedures to prevent the introduction of invasive plant or animal species;
- copies of any documentation regarding municipal or Conservation Authority licences/permits, provisions of provincial plans which apply to the site, and any requirements of provincial ministries;
- identification of appropriate soil quality and soil types for excess soil to be received at the site as determined by the QP based on site location/sensitivity, anticipated land use, ground water use/sensitivity, pre-existing site conditions or other factors as to ensure that there is no likelihood of adverse effect;
- dust and noise control measures;
- site security measures;
- *Traffic and Transportation Management Plan*;
- protocol for incoming excess soil specifying:
  - that each incoming load have documentation signed by the Source Site QP that includes appropriate and representative soil analyses confirming the soil quality is acceptable for the Receiving Site;
  - that visual and olfactory inspections will be conducted of all incoming loads to screen for odour, visible staining or debris; and
  - contingency measures for load rejections.
- a record keeping system to create and store written documentation to track each incoming load of excess soil including records of:
  - date and time of arrival of the load to the Receiving Site;
  - name and location of the Source Site;
  - volume of excess soil received;

- documentation from the Source Site signed by a QP, including soil analytical results;
  - confirmation by the Receiving Site QP acknowledging that the incoming excess soil is acceptable for receipt at the site;
  - rejections of any loads of soil due to visual inspection or review of analytical results; and
  - documentation to the Source Site owner/operator and QP, once excess soil is received, confirming the soil was received and the type, quality and quantity was appropriate.
- clear signage at the site, which identifies a contact name, hours of operation (with reference to local by-laws where appropriate), and daily and after-hours contact telephone numbers;
- stormwater management plan, which includes provisions to prevent ponding and flooding;
- erosion control and run-off controls sufficient to prevent impacts to drainage and sediment discharge to nearby nearby watercourses or stormwater systems, and to ensure materials remain where placed;
- audit sampling protocols consisting of:
  - sampling protocols (designed by a QP) sufficient to produce results that would be representative of the volume of excess soil that is being received from each Source Site; and a
  - contingency plan to identify actions that are to be taken in the event that audit sampling or other information identifies concerns with soil quality from a Source Site.
- soil placement/segregation protocol sufficient to identify where excess soil from each Source Site has been placed, such that it can be assessed if required.

The owner/operator of a Receiving Site should ensure that all provisions of the *Fill Management Plan* are carried out.

Owners/operators of a Receiving Site may need to provide Financial Assurance, by an order issued by an MOE Regional Director or in another manner by appropriate agencies, including municipalities, before the site begins operating or during operations, to ensure any issues that may arise with material brought to the Receiving Site can be addressed in a timely and effective manner.

Some of the items listed above may be part of other approval requirements (for example, a site alteration or development permit) and owners/operators must ensure compliance with these legal requirements.

Owners/operators of Receiving Sites should also consider pre-approval of Source Sites based on a protocol determined by the Source Site and Receiving Site QPs.

## **Temporary Soil Storage Sites**

In some cases, to facilitate reuse of excess soil, an owner/operator of a Source Site may need to store the excess soil at an intermediate location before the excess soil can be reused at a Receiving Site.

Temporary Soil Storage Sites are likely to be established on a wide range of sites with site-specific considerations. Those who establish these sites should consult with the local MOE District Office to clarify the appropriate site-specific controls to be implemented to prevent adverse effects. Up-to-date information on how to contact the local MOE District Office can be obtained from the MOE website.

Consideration should be given to whether municipal approvals or permits are required for Temporary Soil Storage Sites. These may include local restrictions for storage site volumes as a permitted use, or stockpile heights.

Generally, temporary soil storage activities should be located outside of areas regulated by Conservation Authorities.

Prior to establishing a Temporary Soil Storage Site, the owner/operator of the proposed site should have documentation confirming that the excess soil will be stored on an interim basis, prior to its direct transportation to identified Receiving Sites where the excess soil will have an intended beneficial reuse.

A Temporary Soil Storage Site should store the excess soil from a Source Site for a specified, pre-determined period. The owner/operator of a Source Site should identify the Receiving Site for any excess soil to be stored at a Temporary Soil Storage Site before the excess soil is moved from the Source Site to the Temporary Soil Storage Site for interim storage prior to reuse.

The MOE expects that all activities at a Temporary Soil Storage Site will be overseen by a QP, and the site will be constructed, operated and maintained in a manner that ensures the health and safety of all persons and prevents adverse effects within the meaning of the *EPA* or impairment of water quality within the meaning of the *OWRA*.

Temporary Soil Storage Sites should not be established for a period greater than 2 years. If the excess soil cannot be used at the previously identified Receiving Site within a 2 year period, the owner/operator of the Temporary Soil Storage Site should have a contingency plan for the appropriate off-site disposal or alternative reuse of all soil stored at the Temporary Soil Storage Site. If soil storage needs to be undertaken for a longer period, there should be consultation with the local MOE District Office. Appropriate MOE action may be taken where it can be concluded that excess soil is not being stored temporarily before reuse at the identified Receiving Site.

All excess soil coming to a Temporary Soil Storage Site should be appropriately characterized by the Source Site QP and appropriate soil type and quality should be determined by the Source Site QP based on the intended reuse at a Receiving Site in accordance with the *Receiving Site Fill Management Plan*. Mixture and dilution of soil to reduce the concentrations of contaminants at Temporary Soil Storage Sites should not be undertaken.

Operational best management practices for Temporary Soil Storage Sites include:

- having a paved or otherwise impermeable surface;
- covering soil storage piles while not in use;
- limiting stockpile heights based on site location and site specific information, including adherence to local by-laws where applicable;
- conducting site inspections to ensure that the site is operating in accordance with its operational practices and that the storage of excess soil is not causing an adverse effect;
- notifying surrounding land owners to ensure they are aware of the site purpose and activities;
- establishing the following:
  - dust and noise control measures;
  - site security measures;
  - *Traffic and Transportation Management Plan*;
  - protocol for incoming excess soil specifying:
    - that each incoming load have documentation signed by the Source Site QP that includes appropriate and representative soil analyses confirming the soil quality is acceptable for an intended Receiving Site;
    - that visual and olfactory inspections will be conducted of all incoming loads to screen for odour, visible staining or debris; and
    - contingency measures for load rejections.
- a record keeping system to create and store written documentation that tracks each incoming load of excess soil including written records of:
  - date and time of arrival of the load to the Temporary Soil Storage Site;
  - name and location of the Source Site;
  - volume of excess soil received;
  - documentation from the Source Site signed the QP, including soil analytical results for incoming loads;
  - rejections of any loads of soil due to visual inspection or review of analytical results; and
  - documentation to the Source Site owner/operator and QP, once excess soil is received, confirming the soil was received and the type, quality and quantity was appropriate.
- clear signage at the site, which identifies a contact name, hours of operation (with reference to local by-laws where appropriate), and daily and after-hours contact telephone numbers;
- stormwater management plan, which includes provisions to prevent ponding and flooding;
- erosion control and run-off controls sufficient to prevent impacts to drainage and sediment discharge to nearby nearby watercourse or stormwater systems, and to ensure materials remain where placed;
- soil placement/segregation protocol sufficient to identify where excess soil from each Source Site has been placed, such that it can be assessed if required.

Where Temporary Soil Storage Sites are accepting soil from multiple Source Sites, an audit sampling protocol should also be developed consisting of:

- sampling protocols (designed by a QP) sufficient to produce results that would be representative of the volume of excess soil that is being received from each Source Site; and a
- contingency plan to identify actions that are to be taken in the event that audit sampling or other information identifies concerns with soil quality from a Source Site.

The owner/operator of a Temporary Soil Storage Site should ensure the operational best management practices outlined above are carried out.

Owners/operators of a Temporary Soil Storage Site may need to provide Financial Assurance, by an order issued by an MOE Regional Director or in another manner by appropriate agencies, including municipalities, before the site begins operating or during operations, to ensure any issues that may arise with material brought to the Temporary Soil Storage Site can be addressed in a timely and effective manner.

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## ***Ontario regulation 153/04 and the soil and ground water standards***

*Ontario Regulation 153/04* sets out standards for soil, ground water and sediment which apply when a Record of Site Condition (RSC) is submitted to the MOE for filing on the Environmental Site Registry. The generic contaminant standards are set out in, "Soil, Ground Water and Sediment Standards, for Use under Part XV.1 of the *Environmental Protection Act*" dated April 15, 2011, (Standards) and are referred to as Tables 1 through 9. These Standards assume certain conditions at an RSC property as well as an intended property use. The property uses are categorized in *Ontario Regulation 153/04*.

The Table 1 Standards or "Background" values were developed from the Ontario Typical Range data collection program for soils. The program involved collection of uncontaminated surface soil from around the province. Naturally occurring concentrations vary throughout Ontario. Table 1 Standards are a statistical estimate of the upper levels of provincial background concentrations. Roughly 98% of uncontaminated Ontario soils will be below the Table 1 Standards for a specific substance. For some individual chemical substances, Table 1 Standards may be higher than ambient concentrations at a Receiving Site. The Standards set out in Tables 2-9 were developed using scientific models and technical assumptions in order to meet specific objectives designed to support the redevelopment of brownfield sites in Ontario.

The Standards are not intended to address overall soil management activities. For example, the Standards are based on assumed contaminant volumes and loadings and do not account for wide variance in soil volume and contaminant loadings which may occur with general soil management.

In some cases, the Standards may not be appropriate for assessing soil being imported to a Receiving Site without consideration being given to the rationale document used in their development. A QP should consider the appropriateness of the proposed application of the Standards and whether the assumptions used in the development of Standards remain valid. The

rationale document is entitled, "Rationale for the Development of Soil and Ground Water Standards for Use at Contaminated Sites in Ontario, revised version April 15, 2011".

QPs using the Standards in Tables 1-9 must ensure they are aware of how the Standards were developed, and the important assumptions behind the Standards are considered when they are applied to excess soil management activities. The assumptions and methods used in the development of the Standards are fully described in the rationale document. In undertaking this assessment, the QP should take into consideration the effects of loading associated with the concentrations of individual contaminants in soil and the impacts on the pre-existing, ambient conditions at the site, including the introduction of new contaminants to a Receiving Site. This will likely require a QP who is qualified to prepare or supervise a risk assessment, as set out section 6 of *Ontario Regulation 153/04*.

When considering the applicability of the Standards for use at a particular site, it is important to note that elevated concentrations of contaminants when compared to the Standards do not necessarily imply that:

- there is a risk to human health or the environment;
- remediation is required; or
- excess soil should be considered a waste.

An elevated concentration when compared to the Standards may suggest that additional site-specific studies, evaluations or assessments are warranted. These additional site-specific studies, evaluations or assessments should, at a minimum, be done in accordance with these best practices.

### **Where RSCs are being submitted for filing**

Owners of both Source Sites and Receiving Sites may be submitting an RSC for filing under the *EPA* and *Ontario Regulation 153/04*. This is an example of legislation which has legal requirements which apply to soil management and must be followed. The best management practices in this document are not legal requirements and do not apply to anything related to the filing of an RSC.

Before a Receiving Site owner who intends to submit an RSC for filing receives excess soil, the owner and QP will need to review and comply with applicable provisions of *Ontario Regulation 153/04* (Part XII - Soil) dealing with the receipt of soil at a RSC property. For additional information, please refer to the MOE's website, and the Fact Sheet entitled, "Bringing Soil to an RSC Property" (PIBS 8429e April 2011).

PIBS 9603e

**DATE:** September 14, 2020

**REPORT NO:** PD-115-2020

**SUBJECT:** **Recommendation Report**  
**Local Road Policies – Request to begin Public Consultation Process**

**CONTACT:** Alexa Cooper, Planner I  
Gerrit Boerema, Planner II  
Brian Treble, Director of Planning and Building

**OVERVIEW:**

- West Lincoln is receiving an increasing number of requests to extend or open unopened/mud road allowances within the Township.
- There are currently no policies in the Township's Official Plan to help guide staff with these types of requests.
- Township Planning Staff have put together a DRAFT set of policies for road extensions/openings to start the public meeting process.
- Staff are seeking direction from Committee and Council to begin the public consultation process for these DRAFT policies.

**RECOMMENDATION:**

1. That, Report PD-115-2020 regarding "Local Road Policies – Request to begin Public Consultation Process" dated September 14<sup>th</sup>, 2020, be RECEIVED, and;
2. THAT, Council direct Staff to begin the public consultation process for the proposed DRAFT policies.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

Township Staff have recently been experiencing an increase in the number of requests to extend or open unopened/mud road allowances within the Township. Currently, the Township's Official Plan does not contain any policy to help guide the Township, including what criteria should be used to determine if it is in the Township's best interest to extend or open a road allowance. Township Planning Staff have put together a draft official plan amendment to start the discussion towards addressing this gap in policy.

### **CURRENT SITUATION:**

Township Planning Staff looked at other municipalities to try and get a sense of the best practice was for extending or opening road allowances. Unfortunately, Township Planning Staff were unable to find any Official plan policies from other municipalities that deal with extending or opening road allowances. Staff were able to find sample mapping that a DRAFT Schedule 'F' – Infrastructure & Transportation has been based off of (attachment 2). As such, Staff have attached draft Official Plan policies to address road extension and opening road allowances (attachment 1). Staff are looking for direction from Committee and Council to begin the public meeting process to receive feedback for these draft policies.

These policies aim to make the process of extending/opening a road clearer in terms of what is required and who is responsible for covering the expenses involved in the process. For example, if a member of the public wishes to open or extend a road, the studies required and construction of the road is proposed to be at their own expense. If the road is in the rural area, there is a proposed additional requirement that the road extension/opening must provide some sort of benefit for agricultural purposes.

Township Planning Staff have provided relevant Provincial, Regional and Local Policy for road extensions/openings below:

#### **Provincial Policy Statement, 2020 (PPS)**

The PPS outlines how to manage and direct land use in a way that achieves efficient and resilient development and land use patterns. The PPS states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a), avoid development and land use patterns which may cause environmental concerns (1.1.c), ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1.g) and promoting development and land use patterns that conserve biodiversity (1.1.1.h).

The PPS also states that when planning for infrastructure it shall be integrated with land use planning and growth management so that they are financially viable over their life cycle, and available to meet current and projected needs (1.6.1).

#### **A Place to Grow, 2019 (APTG)**

The APTG outlines how to plan for growth and development in a way that supported economic prosperity, protects the environment and helps communities achieve a high quality of life. THE APTG policies direct development towards the existing urban or hamlet boundaries within a municipality. Infrastructure is encouraged to occur in a way that is economically viable and sustainable while helping to move people and goods (3.2.2.2.a & c).

The APTG also outlines that transportation should be provided to accommodate agricultural vehicles and equipment, as appropriate (3.2.2.2 e).

### **Regional Official Plan, 2014 (ROP)**

The Niagara Region's Official Plan has further refined the policies from the PPS and APTG. The ROP directs the majority of growth and development to Niagara's existing Urban Areas, such as Smithville (4.A.1.1) and supports uses that enable farmers to improve their agricultural practices in a number of ways (5.A.7).

The ROP's Section on Infrastructure outlines objectives for the Region's infrastructure that help to optimize the use of what's existing (8.A).

### **Township Official Plan (OP)**

The Township's OP contains policies for the Agricultural Area, Growth Management and Infrastructure. Some objectives the Township has for the Agricultural Area is to promote and protect a viable agricultural industry for the production of crop resources and livestock operations, support a pattern of agricultural land holdings that avoid fragmentation of ownership, and minimize the impact of non-farm uses on the agricultural area (Section 4.2).

The Growth Management Section of the Township's Official Plan primarily directs and encourages growth to occur within the urban boundary of Smithville in West Lincoln.

Section 14.5 of the Township's OP speaks to roads in the Township. These policies indicate that the existing roads plan for West Lincoln (Schedule F, as seen in attachment 1) is intended to ensure an adequate system for the movement of people and goods within and through the Township. It specifies that no buildings or structures will be permitted on any lot that does not have frontage and direct access to an open improved public road which is maintained on a year-round basis (14.5.1.d).

### **FINANCIAL IMPLICATIONS:**

There are no financial implications relating to this report at this time.

### **INTER-DEPARTMENTAL COMMENTS:**

These policies have been developed in consultation with the Township's Public Work's Department.

### **CONCLUSION:**

In conclusion, as West Lincoln receives an increased amount of requests from the public to extend or open road allowances, Staff are of the opinion that there needs to be guiding policies that can be followed when these type of inquiries are made.

Staff have compiled draft policies that they would like to begin the public meeting consultation process, and that ultimately some form of new road opening policy should be completed to add into the Township Official Plan for implementation purposes.

### **ATTACHMENTS:**

1. Draft OPA By-law – Unopened Roads & Draft OPA Amendment No. XXX – Unopened Roads
2. OP Schedule F – September 2020

Prepared by:



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**Alexa Cooper,**  
**Planner I**



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**Gerrit Boerema**  
**Planner II**



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**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

Approved by:



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**Beverly Hendry**  
**CAO**

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

**BY-LAW 2020-XX**

**BEING A BY-LAW ADOPT AMENDMENT NO. XX (UNOPENED  
LOCAL ROADS POLICY) TO THE OFFICIAL PLAN FOR THE  
TOWNSHIP OF WEST LINCOLN**

The Council of the Corporation of the Township of West Lincoln in accordance with the provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. THAT, Amendment No. XX (Local Roads Policy) to the Official Plan for the Township of West Lincoln, attached hereto, is hereby adopted and implemented as detailed in Schedule 'A'.
2. THAT, staff be directed to circulate a Notice of Decision in accordance with the Planning Act, 1990, as amended based on a Regional Municipality of Niagara exemption.
3. AND THAT, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX<sup>th</sup> DAY OF MONTH, 2020.**

\_\_\_\_\_  
**DAVE BYLSMA, MAYOR**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**

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

DRAFT

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

**PART 1 – THE PREAMBLE**

**1.1    TITLE**

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

**1.2    COMPONENTS**

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

**1.3    PURPOSE**

The purpose of this Amendment is to provide guidelines for the future of unopened local road allowances within West Lincoln.

**1.4    BASIS OF THE AMENDMENT**

The Township of West Lincoln is proposing to amend the Official Plan to introduce new policies as they relate to local unopened road allowances.

## **PART 2 – THE AMENDMENT**

### **2.1 PREAMBLE**

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

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

2.2.1 The text of the Township of West Lincoln Official Plan is hereby amended by adding in "... The opening or upgrading of a road allowance shall be in accordance with Section 14.5.6 of this Plan." to Section 14.5.1.d) it will read as follows:

#### **14.5.1 Policies**

d) No buildings or structures will be permitted on any lot that does not have frontage and direct access to an open improved public road which is maintained by the Township on a year round basis. The opening or upgrading of such a road allowance shall be in accordance with Section 14.5.6 of this Plan.

2.2.2 The text of the Township of West Lincoln Official Plan is hereby amended by adding in the following new Section 14.5.6:

#### **14.5.6 Unopened Local Roads**

a) There are unopened and unmaintained rural road allowances within the Township's borders. Some of these roads are referred to as mud roads, and may be considered unopened and unmaintained public roads. The opening of these roads will be discouraged, except where it can be shown that:

- i) The road opening has minimal impact on the environment,
- iii) The opening can improve the efficiency of Public Works operations and is economically sustainable for the Township from a financial and operations point of view,
- iv) The road opening has the effect of eliminating or removing dead end roads without property turn around,
- v) The road can satisfy the Municipal Class Environmental Assessment and/or Integrated Environmental Assessment (EA)/Planning Act process for a road opening, and;
- ii) If the road opening is in the agricultural area, it shall

demonstrate a benefit for agricultural uses.

b) Where these tests can be met, a property owner may, at their own expense, initiate an Official Plan amendment to the roads map (Schedule X), by conducting a local, municipally integrated class EA process as a proponent.

c) The road shall be upgraded in accordance with Municipal Engineering Standards and shall be at the full expense of the proponent, unless it has previously been identified as a future road within the Township Development Charges Background Report.

d) Upon approval of an Official Plan amendment, the proponent shall enter into an agreement with the Township for how the road shall be constructed. Once the agreement has been finalized and the road constructed, the road shall be opened by by-law, approved by Township Council prior to any building permits being issued for the benefitting lands.

2.2.3 That the text of the West Lincoln Official Plan be is hereby amended by adding in "...Minor Boundary Adjustments are not permitted that have the effect of providing frontage to lots that have no legal frontage in the agricultural area without an amendment to the Official Plan and justification on how the adjustment benefits agricultural uses." to Section 18.13.2.f), which will now read as follows:

**18.13.2.f)** Where land is being conveyed as part of a Minor Boundary Adjustment which do not result in the creation of a new lot, consent applications are permitted for Legal and Technical reasons. Minor Boundary Adjustment are not permitted that have the effect of providing frontage to lots that have no legal frontage in the agricultural area without an amendment to the Official Plan and justification on how the adjustment benefits agricultural uses.

2.2.4 That the roads map (Schedule X) be deleted and replaced with the attached new Schedule "B".

## **2.3 SCHEDULES OF THIS AMENDMENT**

Schedule "A" of this amendment illustrates the location of this amendment.

Schedule "B" of this amendment includes the roads map that Schedule X is to be replaced with.

## **2.4 IMPLEMENTATION**

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk's department of decision to approve.

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

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

DRAFT

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

Official Plan Amendment Number XX was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2020-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, amendments made thereto on the XX day of XX, 2020

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Joanne Scime, Clerk

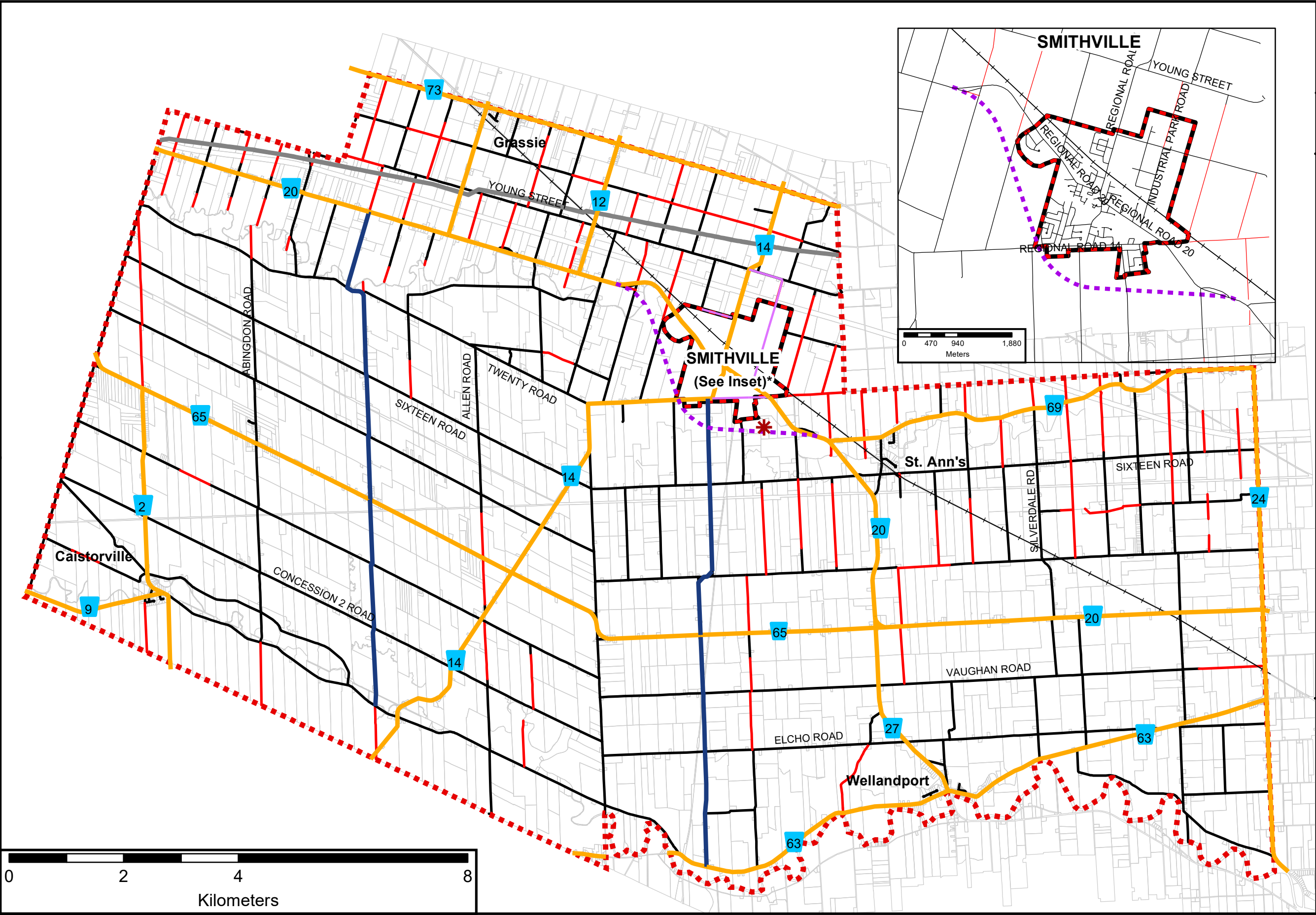
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Mayor Dave Bylsma

I, Joanne Scime, the Clerk of the Corporation of the Township of West Lincoln, hereby certify that the requirements for the giving of Notice, and the holding of at least one Public Meeting as set out in Section 17(22) of the Planning Act, R.S.O. 1990 have been complied with for Official Plan Amendment Number 55.

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Joanne Scime, Clerk

DRAFT



**TOWNSHIP OF WEST LINCOLN  
OFFICIAL PLAN**

**DRAFT SCHEDULE 'F'  
INFRASTRUCTURE &  
TRANSPORTATION**

**Legend**

- Smithville Sewage Lagoons
- Highway 20 By-pass
- Arterial
- Township Arterial
- Collector
- Smithville Urban Boundary
- Trans Canada Pipeline
- Municipal Boundary
- Rail Corridor
- AssessmentParcels
- Local Roads**
  - Maintained
  - Unopened

**West Lincoln**  
*Your Future Naturally*

PLANNING DEPARTMENT



Note:  
This map is to be  
interpreted in conjunction  
with the text of the Official  
Plan.

Date: September 2020

**DATE:** September 14, 2020

**REPORT NO:** PD-105-2020

**SUBJECT:** Recommendation Report Zoning By-law Amendment (Temporary Use By-law) Wrigley/Sims Garden Suite Application File No. 1601-004-20

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

**OVERVIEW:**

- An application for a temporary use by-law to permit a Garden Suite has been submitted by Harold Wrigley and Debra Sims.
- The applicant wishes to place a modular home on the property for the occupation of the applicants for a retirement residence to be closer to family (son, daughter-in-law and two granddaughters) who live in the dwelling on the subject property.
- The applicants wish to place a modular home on the property located at 3775 Canborough Road and reside in it while their son occupies the dwelling on the property.
- The applicants are requesting authority to place the garden suite for ten years at a size of 125 square meters whereas the maximum permitted size is 100 square metres in the zoning by-law regulations.
- The garden suite provisions of the Planning Act and the Township of West Lincoln Official Plan permit secondary residential units on a parcel of land to assist with the needs of family.
- The applicant has not requested a specific number of years for the temporary use to exist. Planning Staff are recommending the full length of 10 years as permitted in the Official Plan.
- Section 39.1(3) of the Planning Act allows the Council of a municipality to grant the temporary use of a Garden Suite for up to 20 years, but, the Township's Official Plan only permits the temporary use for no more than 10 years.
- If the use is required for more than 10 years, the temporary use can be renewed on a 3 year basis, as needed.
- These units are not intended to be rental units and are to be removed once no longer required by the family.
- Township Planning Staff have reviewed the application against the relevant Provincial, Regional and Local planning policies and can recommend the approval of this application.

**RECOMMENDATION:**

1. That, Report PD-105-2020, regarding “Zoning By-law Amendment (Temporary Use By-law) – Wrigley/Sims Garden Suite Application”, dated September 14th 2020, be APPROVED; and,
2. That, Section 34(17) of the Planning Act apply and that no further public meeting is required; and,
3. That, an application for a Temporary Zoning By-law Amendment 1601-002-20 submitted by Harold Wrigley and Debra Sims and a corresponding Zoning By-law be APPROVED and passed; and,
4. That, Staff be authorized to circulate the Notice of Decision for the Zoning By-law amendment with the corresponding 20-day appeal period.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- Strategic, Responsible Growth

**BACKGROUND:**

An application has been submitted by Harold Wrigley and Debra Sims to request the use of a temporary 125 square metre mobile home on the property municipally known as 3775 Canborough Road. The applicants wish to move into the mobile home/ garden suite to live in while their son lives in the dwelling on the property. They are requesting this to retire into due to needing regular assistance from their son. The temporary use provisions of the Planning Act and the Township’s Official Plan permit for garden suites on a temporary basis and can be considered as an affordable style of accommodation.

The applicants are requesting to construct a 125 square metre modular home on the property whereas 100 square metres is the current permitted maximum. The applicants are requesting a larger modular home to accommodate their space needs and to allow for better accessibility as they age with the potential need for wheelchairs and walkers.

As a result of the pre-Consultation meeting on May 7<sup>th</sup>, 2020. The applicant’s septic consultant is recommending that the applicants decommission the existing septic system and put in a brand new system that would sufficiently be able to support the existing single detached dwelling on the property as well as the new modular home.

A public meeting was held on Monday July 27<sup>th</sup> 2020 where there were no public or written comments received.

## **CURRENT SITUATION:**

Township Staff have reviewed and are providing the relevant Provincial, Regional and Local policy surrounding Garden Suites below:

### **1. Provincial Policy Statement (PPS)**

The PPS does not speak to Garden Suites, but does provide general direction to provide a range of housing types in a municipality. The direction which requires municipalities to include policies for garden suites comes from the Planning Act, which allows municipalities to pass by-laws that will permit garden suites to be on a property for not more than 20 years. The Planning Act defines a “garden suite” as a one-unit detached residential structure containing a bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.

The proposed structure meets this definition as it is a modular home to be put on the property (attachment 1), but there are updates required to be made to the existing septic system before the garden suite can be accommodated on-site. The purchased modular home will be 27feet by 48feet and will be 125 square metres in ground floor area. The building has 8 foot ceilings and has a 3/12 roof pitch. The modular home will look identical to the drawings attached (attachment 1)

There will be a site plan application to follow this rezoning application should it be approved and within that agreement a requirement will be included to update the septic system to meet the necessary requirements to accommodate the temporary garden suite.

### **2. A Place to Grow – Provincial Growth Plan (P2G)**

Applications filed after June 16, 2006 must conform to the A Place to Grow – Provincial Growth Plan. Section 1.2.3 of the P2G provides direction on how to read the Growth Plan, specifically noting that: *This Plan must also be read in conjunction with other provincial plans as defined in the Planning Act that may apply within the same geography.* Since there are no applicable policies within the P2G for this particular situation, the PPS will be the only set of provincial policies to apply.

### **3. Greenbelt Plan**

Applications must conform to the Greenbelt Plan if they fall within the mapping provided with the Greenbelt Plan. Since the subject lands are outside the area designated in the Greenbelt Plan, the PPS is the provincial policy that applies in this situation.

### **4. Regional Policy Plan (RPP)**

The RPP does not speak specifically to garden suites, however, does support temporary dwelling units in the agricultural area for relatives of the occupants of the principle dwelling. The RPP relies on the local OP and By-law to provide more detailed policies regarding garden suites. As such, the Township policies are what will direct the development of the garden suite.

## 5. Township of West Lincoln Official Plan (OP)

The Township OP provides the following requirements for garden suites:

- i. *The unit shall only be used on a temporary basis in conjunction with an existing dwelling on the same lot;*
- ii. *The lot size/layout is designed to accommodate the garden suite without unreasonable loss of private outdoor amenity area;*
- iii. *Compatibility of the garden suite with the surrounding neighbourhood in terms of general form, privacy, shadowing and separation distance;*
- iv. *Adequacy of site access and on-site parking;*
- v. *The unit is not placed in the front yard of the lot or the required front yard as established by the Zoning By-law;*
- vi. *No additional access is provided to the lot from a public road;*
- vii. *Placement of the unit is not exclusively removed from the existing dwelling;*
- viii. *The proposed site is capable of accommodating an approved septic and water supply system as determined by the Township of West Lincoln, or verification that adequate municipal services can be provided on this lot;*
- ix. *The location of such unit shall be in accordance with the Minimum Distance Separation Formulae where the use is proposed near any livestock operation;*
- x. *The main dwelling unit and the proposed garden suite are clustered in the same general location on the property.*

The following is Planning Staff's observations in relation to the above noted policies:

- i. The proposed garden suite must be removed after it has served its purpose. As such, the use will be temporary in nature.
- ii. The property is 0.79 ha (1.95 acres) in size. The buildings currently cover less than 5% of the total lot area.
- iii. The garden suite will not adversely impact the surrounding neighborhood.
- iv. The garden suite will be accessed by a driveway branching off of the existing driveway.
- v. The garden suite will not be placed in the front yard or in front of the existing dwelling.
- vi. No additional access will be provided to the lot from a public road.
- vii. The subject lands are not currently capable of providing the required septic needs of the garden suite, but do have the room to accommodate a new septic bed to accommodate the garden suite. If approved, a site plan application will follow requiring that the septic system and cistern be updated to accommodate the garden suite on the property.
- viii. The garden suite is proposed to be clustered within the cluster of existing buildings on the property.

While the Planning Act permits Garden Suites for a maximum time-period of 20 years, the Township's Official Plan only permits a maximum of 10 years. Therefore, Planning staff are recommending a maximum time period of 10 years for the temporary use, as they feel that this is an appropriate time for this specific situation and property. For the reasons listed above, Planning Staff are of the opinion the proposal meets the intent of the Official Plans policies for Garden Suites.

## **6. Township of West Lincoln Zoning By-Law (ZBL)**

The property is zoned Agricultural in the Township's ZBL. This zone allows for agricultural and residential uses, as well as uses accessory thereto. The Agricultural zone permits a garden suite on the property as an accessory use, subject to the provisions of the Township's Garden Suite regulations. The location of the proposed garden suite is required to meet the setbacks of the Agricultural (A) zone for a dwelling unit. The applicants are requesting 125 square metres as the total gross floor area whereas 100 square metres is the permitted maximum.

The modular home is proposed to be located north of the existing single detached dwelling and east of the existing accessory buildings; approximately 38 metres back from the front property line and will have a driveway that branches off from the existing driveway.

Therefore, Planning Staff are of the opinion that the proposal meets the required zoning regulations for a Garden Suite.

### **FINANCIAL IMPLICATIONS:**

A \$5,000.00 security will be obtained as part of the site plan process. This will be held by the Township until the temporary structure is removed. This money is held as security to ensure the use is removed after it is no longer needed.

Discussions with the Treasury Department has identified that the garden suite will be taxed as part of the property taxes for the period of time that it is on the property.

### **INTER-DEPARTMENTAL COMMENTS:**

Notice of Public Meeting was circulated to all relevant agencies on June 22<sup>nd</sup> 2020. A yellow sign was posted on the property and a notice of hearing was posted to the website. The Niagara Region, Township Building Department, Septic Inspector, Public Works Department, and Drainage Superintendent have no objection to application as proposed.

The NPCA have provided comments which requested a site visit at the subject property to ensure there would not be any issues with the proposed septic system and the existing regulated lands. The NPCA visited the subject lands on July 24<sup>th</sup> 2020 and they have advised that the property no longer has lands that are regulated and they do not have any objections to the application.

### **PUBLIC COMMENTS:**

A Notice of Public Hearing was circulated to all residents within a 120m radius of the property on June 22<sup>nd</sup> 2020. In addition, a yellow sign was posted on the property and the notice of hearing was posted to the Township's website.

A public meeting was held for the application on July 27<sup>th</sup> 2020 via Zoom. There was one written comment received for this application which inquired if the modular home could be rented, leased or loaned out and if the home could be used as a business.

Planning staff have spoken to this resident and their concerns have been addressed.

**CONCLUSION:**

Township Staff have completed a review of this application against the applicable Provincial, Regional and Local planning policy. Planning staff can recommend the approval of this application as it meets the intent of the applicable Provincial, Regional and Local planning policies.

**ATTACHMENTS:**

1. Modular Home Drawings
2. Site Sketch
3. Draft By-law
4. Agency Comments
5. Public Comments

**Prepared & Submitted by:**



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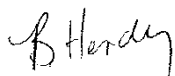
**Madyson Etzl**  
**Planner II**



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**Brian Treble**  
**Director of Planning and Building**

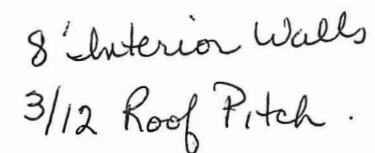
**Approved by:**



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**Bev Hendry, CAO**

13473 AB



DATE OF LAST ISSUE	MODEL 5228 3B 2BA INSPIRATION		
10/22/15	SCALE: NTS	DATE: 10/22/15	DRAWN BY: MMYERS
03/29/16			
	WIND ZONE I ONLY		DRAWING NUMBER 186000FSD

457 ←

Canborough Road

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

**BY-LAW NO. 2020- ##**

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

**WHEREAS THE TOWNSHIP OF WEST LINCOLN COUNCIL IS EMPOWERED TO ENACT THIS BY-LAW BY VIRTUE OF THE PROVISIONS OF SECTION 34 AND 39 OF THE PLANNING ACT, 1990;**

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

1. THAT Schedule ‘A’ Map ‘E9’ to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Concession 2, Part lot 26, RP30R1989 Part 1, Township of West Lincoln, municipally known as 3775 Canborough Road, shown as the subject lands on Schedule ‘A’ attached hereto and forming part of this By-law.
2. THAT Map ‘E9’ to Schedule ‘A’ to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule ‘A’, attached hereto and forming part of this By-law from an Agricultural ‘A’ zone to an Agricultural zone with a site specific temporary use number A(T-10).

2. THAT for the purpose of this By-law a garden suite shall be defined as follows:

Garden Suite:

A one-unit detached residential structure containing bathroom and kitchen facilities, ancillary to an existing residential structure and is designed to be portable.

3. THAT Part 5 of Zoning By-law 2017- 70, as amended, is hereby amended by adding the following to Part 13.3:

Temporary Use Provision #10	Map #	Parents Zone(s)	Property Description	Permitted Temporary Use	Regulations	Start Date	Expiry Date
T-10	B5	A	Concession 2, PT LOT 26 RP30R1989 PT 1	<i>Garden Suite</i>	As per the parent zone.	September 29, 2020	December 30, 2030

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

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
28<sup>th</sup> DAY OF SEPTEMBER, 2020.**

**DAVE BYLSMA, MAYOR**

**JOANNE SCIME, CLERK**

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2017-70**

### **Location:**

The subject lands are located on the north side of Canborough Road, situated east of Boyle road and West of Victoria Avenue. The lands are described as Concession 2, Part Lot 26, RP 30R1989 Part 1, Township of West Lincoln, municipally known as 3775 Canborough Road

### **Purpose & Effect:**

This By-law has been enacted to permit a garden suite to facilitate common living. This By-law provides for such use for a temporary period commencing September 29, 2020 and expiring December 30, 30.

Any extension to the time limit set out in this By-law will require the passage of a further By-law by the Council for the Township of West Lincoln. Such request for an extension must be made in writing to the Township no later than 3 months prior to the expiration of this By-law.

### **Public Consultation:**

The Public Meeting was held on July 27<sup>th</sup>, 2020. The Township received written comments from 1 neighbour regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-004-20

Applicant: Harold Wrigley



250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2  
Telephone 905.788.3135 | Facsimile 905.788.1121 | [www.npca.ca](http://www.npca.ca)

July 16, 2020

Our File No.: PLZBLA202000688

BY E-MAIL ONLY

Town of West Lincoln  
Planning Department  
Smithville, L0R 2A0

Attention: Madyson Etzl – Planner II

**Subject: Application for Zoning Bylaw Amendment, (File no. 1601-004-20)**  
3775 CANBOROUGH RD, WEST LINCOLN  
**ARN 2602000624405**

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The Niagara Peninsula Conservation Authority (NPCA) has reviewed the NPCA regulated mapping of **3775 Canborough Rd.** in the Town of West Lincoln and offers the following comments.

An application for a Temporary Zoning Bylaw Amendment has been made requesting to temporarily permit a mobile home (garden suite) on the property zoned Agricultural 'A' for a maximum of 20 years to allow the applicants to have a retirement residence and to be close to the family as they age.

**NPCA Policies:**

**NPCA Policies, Procedures and Guidelines for the Administration of Ontario Regulation 155/06 and The Planning Act.**

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06* of the *Conservation Authorities Act*. The NPCA's *Policies for the Administration of Ontario Regulation 155/06* (NPCA policies) provides direction for managing NPCA regulated features.

The subject property contains a watercourse and buffer of 15 metres that is going through the top portion of the lot. NPCA staff conducted a site visit and are satisfied that the watercourse feature shown on the NPCA mapping no longer exists and will not require a permit or further studies.

**Conclusion:**

As such, the NPCA has no objection to the approval of File no. **1601-004-20**

I trust the above will be of assistance to you. Please do not hesitate to call should you have any further questions in this matter.

Sincerely,

*Jessica Abrahamse*

Jessica Abrahamse,  
Watershed Planner  
(905) 788-3135, ext. 235

cc:

Boyle Road  
RR #1 Fenwick  
L0S1C0

Joanne Scime  
Clerk  
West Lincoln

Dear Joanne:

I am responding to file 1601-004-20  
Wrighty Ann Sims

My questions relate to use of the  
garden suite.

Can it be rented, leased, loaned out  
sub let? Can it be used as a business,  
bed & breakfast, short stay? Does the  
designation exist if the property is sold?  
Is there a maximum number of years for  
extension? This is of interest to me as my  
property surrounds the existing house.  
I have no cell & no internet so a  
meeting of this sort is of no use to me.

Beverly Langley

**REPORT**  
PLANNING/BUILDING/ENVIRONMENTAL  
COMMITTEE

**DATE:** September 14, 2020

**REPORT NO:** PD-106-2020

**SUBJECT:** **Recommendation Report Harold Wrigley and Debra Sims Site Plan (Garden Suite) Authorizing By-Law, File No. 2100-007-20**

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

**OVERVIEW:**

- Harold Wrigley and Debra Sims applied for and will need to receive the approval (PD-106-20) of a temporary rezoning application prior to the approval of this report to permit a Modular Home (Garden Suite) on the property legally known as Concession 2, Part Lot 26, Registered Plan 30R1989 Part 1, in the Township of West Lincoln, Regional Municipality of Niagara, municipally known as 3775 Canborough Road
- The temporary use by-law is not expected to be appealed based on the lack of public participation at the public meeting.
- Staff are now close to finishing a site plan agreement for the Township to enter into with Harold Wrigley and Debra Sims to collect securities for the temporary use.
- Township Planning Staff recommend that the Mayor and Clerk be authorized through a By-law to sign the Site Plan Agreement once the Agreement has been finalized and following the expiry of the temporary Zoning By-Law appeal period.

**RECOMMENDATION:**

1. That, report PD-106-2020, regarding “Harold Wrigley and Debra Sims Site Plan (Garden Suite)” Authorizing By-law for File No. 2100-007-20”, dated September 14<sup>th</sup> 2020, BE RECEIVED; and,
2. That, a bylaw be passed to authorize the Mayor and Clerk to sign a Site Plan Agreement with Harold Wrigley and Debra Sims and Canada Life (Mortgagee), once all site plan details are sorted out and substantially completed for implementation upon expiry of the Township’s Zoning By-Law appeal period.

## **ALIGNMENT TO STRATEGIC PLAN:**

### **Theme #3**

- Strategic, Responsible Growth

## **BACKGROUND:**

Harold Wrigley and Debra Sims, owners of the subject lands located at 3775 Canborough Road, have submitted a complete Site Plan application for a temporary Garden Suite.

The applicant went through a rezoning application to permit a Temporary Modular Home (Garden Suite) on the property. The temporary rezoning application is also anticipated to receive received approval in September 2020.

The site plan has been submitted and a site plan agreement is now being prepared that will require the collection of \$5,000 in securities for the permitted temporary use and to ensure its location meets the requirements of the Township's Zoning By-law. The securities will be used if the temporary use continues to exist after its expiration date to remove the suite. The security will be returned once the use has been removed from the property and the temporary use has expired.

## **CURRENT SITUATION:**

A complete submission for Site Plan approval was received on August 16th, 2020. The application was reviewed by several Township Departments such as the Septic Inspector, Building staff, and Public Works staff.

The initial comments collected from the Township's Departments were compiled together and presented to the applicant through the Public Meeting which was held on July 27<sup>th</sup>, 2020. The circulated departments had no issues with the submitted Site Plan. As such, Planning Staff recommend that authorization be granted for the Mayor and Clerk to sign a Site Plan Agreement once the Site Plan Agreement has been finalized and the Township's Zoning By-Law has been approved without appeal.

## **FINANCIAL IMPLICATIONS:**

A \$5,000 security deposit will be collected from the applicant in accordance with Township Policy. This amount will ensure that the use is removed after the temporary use has expired.

## **INTER-DEPARTMENTAL COMMENTS:**

Township Staff have received written comments from the Staff in Building, Public Works and Septic/Building. None of the departments have any objections to the site plan as proposed.

The Site Plan Agreement will need to be drafted and circulated to the departments for review before final signature.

**CONCLUSION:**

An application for Site Plan has been submitted for 3775 Canborough Road for a temporary modular home (Garden Suite)

Planning Staff is of the opinion that it is appropriate to authorize, by by-law, the Mayor and Clerk to sign a Site Plan Agreement with the owner of the subject lands, Harold Wrigley and Debra Sims, and the Mortgagee to ensure that the process continues to move forward in a timely manner.

**ATTACHMENTS:**

1. Draft By-law
2. Site Plan Drawing

**Prepared & Submitted by:**



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**Madyson Etzl,  
Planner II**



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**Bev Hendry. CAO**

**Approved by:**



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**Brian Treble,  
Director of Planning and Building**

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

**BY-LAW NO. 2020-##**

**A BY-LAW TO AUTHORIZE A SITE PLAN AGREEMENT BETWEEN THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN AND HAROLD WRIGLEY & DEBBIE SIMS AND CANADA LIFE FOR LANDS DESCRIBED AS CONCESSION 8, PART LOT 14, PART OF PART 1 ON 30R-2809, IN THE FORMER TOWNSHIP OF SOUTH GRIMSBY, NOW IN THE TOWNSHIP OF WEST LINCOLN.**

**WHEREAS** the Corporation of the Township of West Lincoln deems it expedient to enter into a Site Plan Agreement with Harold Wrigley and Debbie Sims and Canada Life for lands legally described as Concession 2, Part Lot 26, RP30R1989 Part 1, in the former Township of Gainsborough, now in the Township of West Lincoln;

**AND WHEREAS** approval and authority for such Agreement is required;

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

1. THAT the Council of the Corporation of the Township of West Lincoln enters into a Site Plan Agreement with Harold Wrigley and Debbie Sims and Canada Life on the Lands described as Concession 2, Part Lot 26, RP30R1989 Part 1, in the former Township of Gainsborough, now in the Township of West Lincoln;
2. That the Mayor and Clerk be and each of them is hereby authorized to sign the said Site Plan Agreement and any other document or documents necessary to implement the intent of this By-law and the said Site Plan Agreement, and the Clerk is hereby authorized to affix the Corporate Seal thereto and deliver the same to the appropriate parties.
3. That a copy of the said Site Plan Agreement and any supplementary Agreements, when executed by the said parties shall be attached hereto as "Schedule A", and shall form part of this By-law, upon registration on title.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
28<sup>th</sup> DAY OF SEPTEMBER, 2020.**

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**DAVE BYLSMA, MAYOR**

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**JOANNE SCIME, CLERK**

3775

Canborough Road

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**REPORT**  
PLANNING/BUILDING/ENVIRONMENTAL  
COMMITTEE

**DATE:** September 14, 2020

**REPORT NO:** PD-123-2020

**SUBJECT:** **Recommendation Report**  
**Removal of Holding Provision from 2935 S. G. Rd 18**

**CONTACT:** Alexa Cooper, Planner I  
Brian Treble, Director of Planning

**OVERVIEW:**

- Planning Staff discovered during their review of a building permit that 2935 South Grimsby Road 18 has a holding provision on the property.
- Planning Staff uncovered a by-law from 2012 that had removed the holding provision from 2935 South Grimsby Road 18 as well as the neighbouring property 2945 South Grimsby Road 18.
- The holding provision was incorrectly placed back onto 2935 South Grimsby Road 18 when the new Zoning By-law 2017-70, as amended, was implemented in June of 2017.
- Planning Staff have put this report together to inform Council that the holding provision should be again removed from this property without issue.

**RECOMMENDATION:**

1. That, Report PD-123-2020, regarding “Recommendation Report, Removal of Holding Provision from 2935 S. G. Rd 18”, dated September 14<sup>th</sup>, 2020, be RECEIVED, and;
2. That, a by-law be passed to remove the holding provision as found at attachment 3 to this report.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

In October of 2012, an application for the removal of holding from 2935 and 2945 South Grimsby Road 18 was approved by Council based on the regulations of the old Zoning By-law 1979-14, as amended. In June of 2017, the Township approved and implemented the current Zoning By-law, 2017-70, as amended. Unfortunately, the holding provision was incorrectly put back on 2935 South Grimsby Road 18 at that time. The purpose of this report is to have the holding removed from this property once again.

**CURRENT SITUATION:**

The owner of 2935 South Grimsby Road 18 recently submitted a building permit. When planning was reviewing the permit against the zoning regulations, it was discovered that a holding provision was somehow returned to the property.

Staff conducted an investigation that uncovered By-law 2012-74 which was intended to remove the Holding provision from both 2935 South Grimsby Road 18 and 2945 South Grimsby Road 18. However, when the new Zoning By-law was implemented in June of 2017, the holding was accidentally placed back on 2935 South Grimsby Road 18 unnecessarily.

This report was created to inform Council that the Holding can be removed from 2935 South Grimsby Road 18 as it was placed on the property in error.

**FINANCIAL IMPLICATIONS:**

Not applicable to this report.

**INTER-DEPARTMENTAL COMMENTS:**

No comments are required to remove the holding provision based on Staff report PD-107-12.

**CONCLUSION:**

This report is written to inform Committee and Council that the removal of the holding provision for 2935 South Grimsby Road 18 can be removed as it was originally intended to be removed in April of 2012.

**ATTACHMENTS:**

1. By-law 2012-74 – Removal of Holding provision
2. PD-107-12 – Tichiarelli Removal of Holding Symbol
3. Draft By-law

**Prepared By:**



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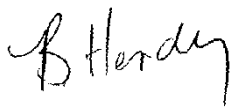
**Alexa Cooper**  
Planner I



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**Brian Treble, RPP, MCIP**  
Director of Planning and Building

**Approved By:**



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**Beverly Hendry**  
CAO

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

**BY-LAW NO. 2012-74**

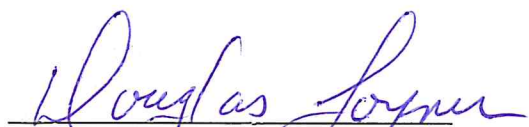
**A BY-LAW TO AMEND ZONING BY-LAW NO. 79-14 AS  
AMENDED, OF THE TOWNSHIP OF WEST LINCOLN**

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

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF  
WEST LINCOLN HEREBY ENACTS AS FOLLOWS:**

1. That, the land described as Part of Lot 33, Concession 8, (Part 1, Plan 30R-6980), as zoned RC-364(H) is located on the east side of South Grimsby Road 18, just north of Regional Road 20, in the former Township of South Grimsby, now in the Township of West Lincoln, are subject to this by-law.
2. That, the land described as Part of Lot 33, Concession 8, (Part 2, Plan 30R-6980), as zoned RC-365(H) is located on the east side of South Grimsby Road 18, just north of Regional Road 20, in the former Township of South Grimsby, now in the Township of West Lincoln, are subject to this by-law.
3. Map 2 of Schedule "A" to Zoning By-law No. 79-14, as amended, is hereby further amended by removing the Holding symbol (-H) from the lands shown as the subject lands on Schedule "A" attached hereto and forming part of this By-law.
4. And that, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS 22<sup>nd</sup>  
DAY OF OCTOBER, 2012.**

  
**MAYOR DOUG JOYNER**

  
**CAROLYN LANGLEY, CLERK**

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2012- 74**

This By-law affects two parcels of land being Part of Lot 33, Concession 8, (Part 1, Plan 30R-6980), as zoned RC-364(H); and Part of Lot 33, Concession 8, (Part 2, Plan 30R-6980), as zoned RC-365(H) being rural/commercial parcels of land, in the former Township of South Grimsby, Township of West Lincoln.

In October of 2006 the lands were zoned RC-364-H (Rural Commercial 364 – Holding) and RC-365-H (Rural Commercial 365 – Holding) by By-laws 2006-141 and 2006-142.

The RC-364 and RC-365 zonings state that the Holding Symbol (H) will be removed when the owner obtains and provides the Township with confirmation that the site has adequate area to accommodate an approved septic system in accordance with Part 8 of the Ontario Building Code to the satisfaction of the Chief Building Official for both the residence and a viable commercial operation.

At this time, Planning Staff has received a request to remove the Holding Symbol from the lands which can be serviced by private septic systems. Therefore, the property can now be zoned and used for rural commercial purposes and the Holding Symbol is no longer required.

For this reason, this by-law removes the Holding symbol from Part 1 and Part 2, Plan 30R-6980 such that the lands are zoned RC-364 and RC-365 respectively.

File:

Applicants: Rinaldo and Amanda Ticchiarelli  
1541189 Ontario Inc.

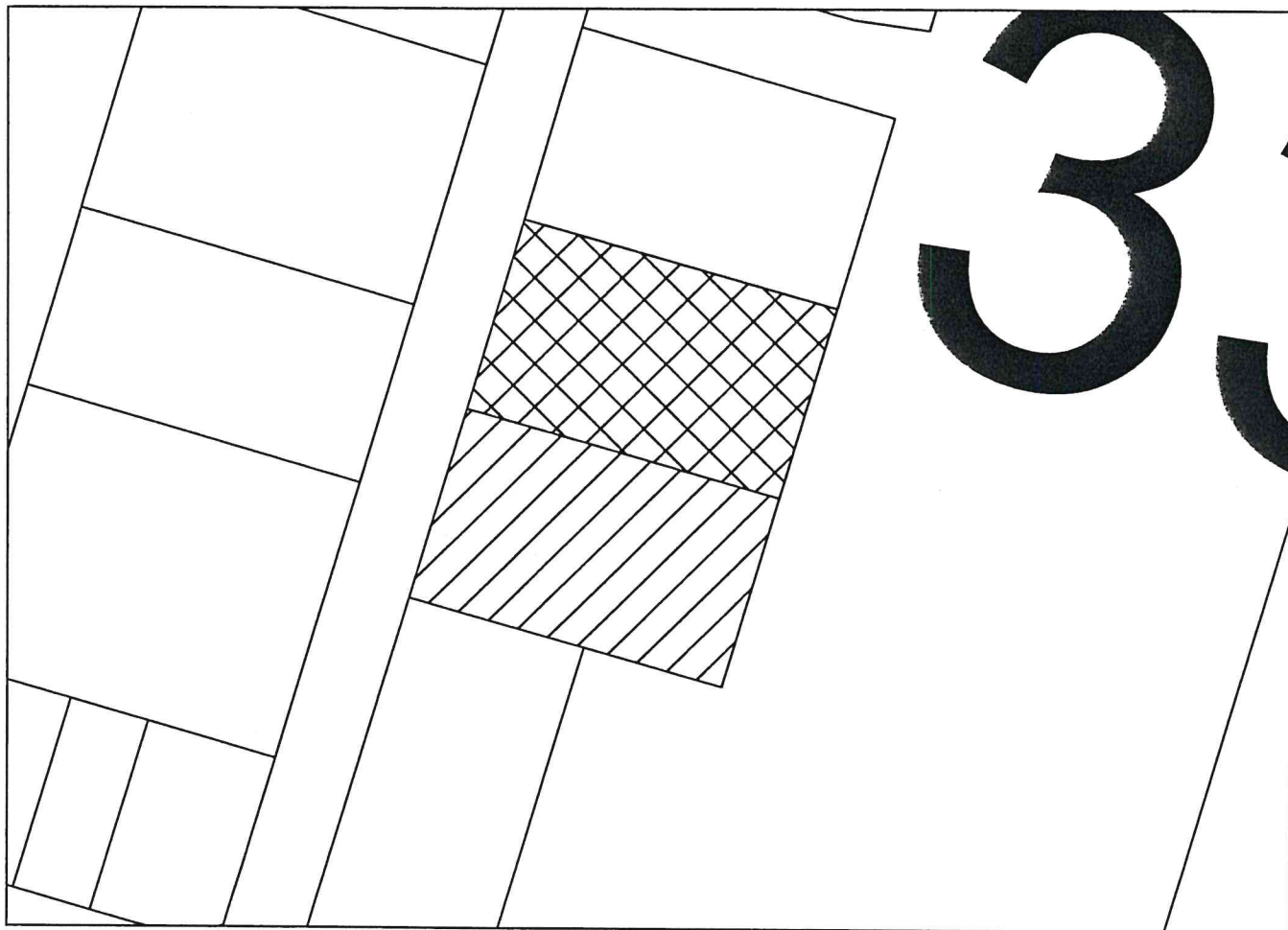
# SCHEDULE 'A' DETAILED MAP

## TOWNSHIP OF WEST LINCOLN

### TICCHIARELLI REZONING



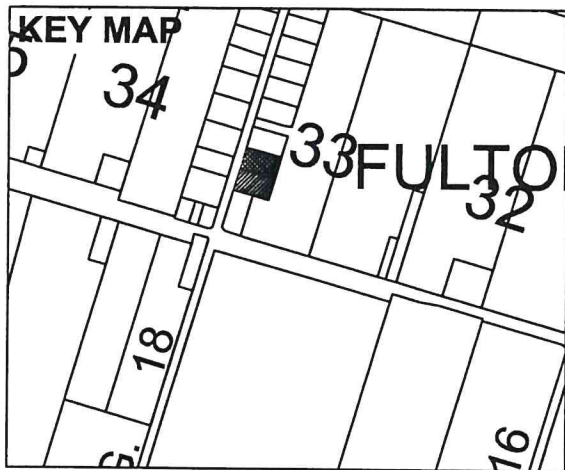
Scale: N.T.S.



To Rezone from Rural Commercial  
RC-364(H) to RC-364



To Rezone from a Rural Commercial  
RC-365(H) to RC-364



This is Schedule 'A' to By-Law No. 2012- 74 passed 22th day of October, 2012.

**DATE:** October 9, 2012

**REPORT NO:** PD-107-12

**SUBJECT:** Recommendation Report  
Removal of the Holding Symbol for Parts 1 and 2, 30R-6980 as zoned  
RC-364(H) and RC-365(H) in Fulton  
File No.: 1601-010-12 (Ticchiarelli)

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- This report is written to Planning/Building/Environmental Committee and Council to provide an update and recommendation to the zoning of two properties in Fulton.
- This report provides a recommendation with respect to the removal of the Holding Symbol from two existing lots which are zoned RC-364-H and RC-365-H.
- The conditions of the Holding Symbol have now been satisfied and the Holding Symbol can now be removed from the lands.

**RECOMMENDATION:**

1. That, report PD-107-12, regarding the "Removal of the Holding Symbol for Parts 1 and 2, 30R-6980 as zoned RC-364(H) and RC-365(H) in Fulton", dated October 9, 2012 be received; and,
2. That, a by-law to remove the Holding Symbol from Parts 1 and 2, 30R-6980, be approved by Township Council.

**ALIGNMENT TO STRATEGIC PLAN**

- **Value**  
Establishing, providing and sustaining a high quality of life for our residents
4. Increase responsiveness of the development approvals process.

**BACKGROUND:**

The subject lands were created through consent in 1989 and rezoned to Rural Commercial (RC) in 1990. They were rezoned to permit only specific commercial and light industrial uses through exception RC-199. It was believed at the time that the Rural Commercial uses were considered to be a better fit with the surrounding uses and would be more appropriate for the area.

The applicants then proposed a Zoning By-Law Amendment in 2005 to allow for a reduction in setbacks as well as permission to build a residential dwelling prior to a commercial structure. Planning staff received this application and held a public meeting in August 2005 recommending approval of the application. However, several members of the Planning Committee questioned the types of commercial operations to be permitted once the dwellings were built. On September 11, 2005 the Township Council refused the application. Council concluded that since the Township has very few Rural Commercial properties left, they felt that the applicants should establish a commercial use prior to the construction of a residential dwelling.

New applications for rezoning were submitted. A public meeting was held on August 17, 2006. By-Law No. 2006-141 (RC-364) and By-Law No. 2006-142 (RC-365) permit the construction of a dwelling prior to a commercial structure and the RC-199 zone was deleted. The Zoning provisions included a 5% maximum lot coverage for a dwelling. A Holding provision was added in order to ensure that there was an acceptable site plan and septic design for the lands.

**CURRENT SITUATION**

The properties have changed hands in the meantime and are now owned by Mr. Ticchiarelli and his family. Site plans, septic designs and minor variance applications have all been reviewed and approved. The Holding Symbol is the last item to address prior to Building permits being available for both properties.

Recently the owners of each of the affected lots (Parts 1 and 2, 30R-6980) submitted site plans and septic design evaluations to Lyle Killins of the Township Building Department.

Mr. Killins, on behalf of the Township of West Lincoln has, after revision, accepted the septic design plans as proposed for each lot. A copy of Mr. Killins review memo is found at Attachment No. 1 to this report.

**FINANCIAL IMPLICATIONS**

There are no financial implications as a result of this recommendation report.

*“The Township of West Lincoln will be a community that values our heritage, preserves our environmental and natural resources, fosters entrepreneurial spirit and provides excellent quality of life”*

**DEPARTMENTAL COMMENTS**

Staff has received the comments from Mr. Killins who has completed a septic review. Staff has also reviewed the proposed site plans. The site plans as proposed for the subject lands identified three deficiencies that needed to be addressed. The site plans can be found at Attachment No. 2 to this report.

These deficiencies are summarized as follows:

Relief was requested from the minimum front yard setback of 40 metres to 30 metres and from the side yard setback of 27 metres to 18 metres for a proposed residential unit. In addition, relief was also requested from the maximum lot coverage of 5% for the main dwelling to 6.5% coverage for the main dwelling.

The subject rural commercial properties are designated Urban on Schedule D-2 Fulton. The lands were zoned RC-364-H and RC-365-H by Township Council in 2006. The zoning of each property includes a Holding Symbol which will not be removed until such time as it has been determined that there is adequate area for a septic system for the proposed residence and a viable commercial use. Township Planning Staff has now reviewed site plan proposals that outline how septic bed, a residential building and a commercial building can be placed on the subject lands.

On September 19, 2012, the Committee of Adjustment for the Township of West Lincoln considered the variance requests (A13/2012WL and A14/2012WL). Two applications for minor variance were submitted, circulated for comment and approved by the Committee of Adjustment.

The Committee of Adjustment granted three variances for each parcel. As a result of the Committee's decision, the site plans now conform to the zoning by-law as amended by the minor variance decisions. The appeal period for each minor variance expires on October 9, 2012.

Should the variance be approved without appeal, then the Holding Symbol can now be removed from each lot. Draft by-laws can be found at Attachment No. 3 to this report.

**CONCLUSION**

On August 17, 2006, Zoning By-law amendments were approved for the subject lands. Each by-law (2006-144 and 2006-142) attached a Holding provision to the subject lands until such time as an adequate septic design and site plan were completed and deemed acceptable.

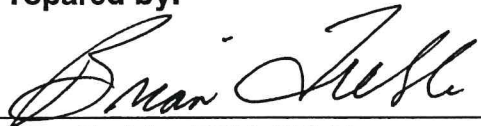
*“The Township of West Lincoln will be a community that values our heritage, preserves our environmental and natural resources, fosters entrepreneurial spirit and provides excellent quality of life”*

This has now occurred. Therefore, Staff recommends that the Holding Symbol may now be removed from each of the affected properties.

**ATTACHMENTS**

1. Memo from Lyle Killins
2. Site Plan
3. Draft By-law

**Prepared by:**



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**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

S:\PLANNING DEPARTMENT\Reports\Rezoning\2012\Recommendation Report\Removal of Holding Symbol.Ticchiarellis.10.12.docx

*“The Township of West Lincoln will be a community that values our heritage, preserves our environmental and natural resources, fosters entrepreneurial spirit and provides excellent quality of life”*

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## BUILDING DEPARTMENT

### MEMORANUM

**TO:** Adam Huycke  
Planner I

**FROM:** Lyle Killins  
Septic System Inspection Manager

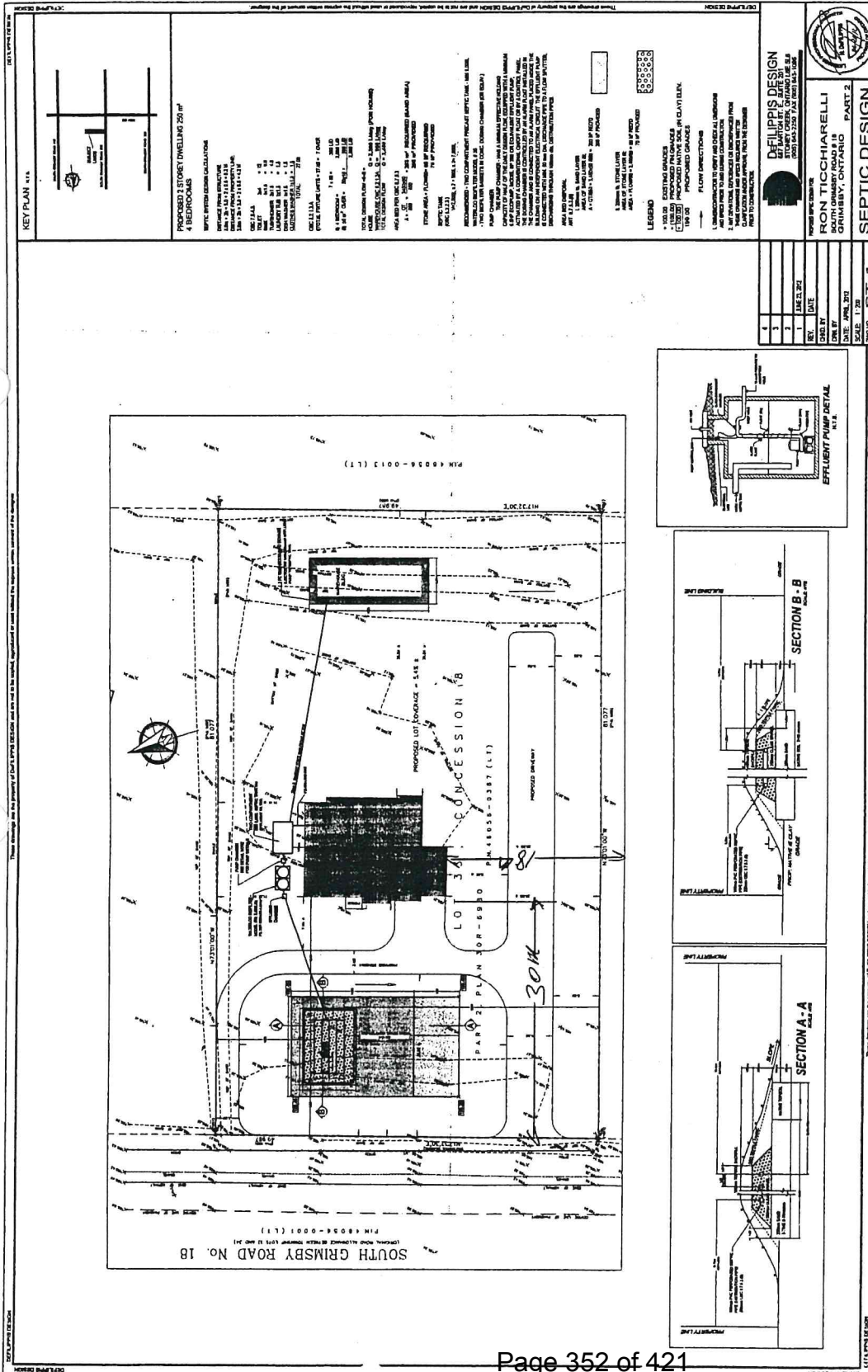
**DATE:** July 5, 2012

**RE :** Ron Ticchiarelli South Grimsby Road #18

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Please be advised this Department is in receipt of design plans provided by DeFilippis Design relating to the property owned by Mr. Ron Ticchiarelli. The provided design plan indicates an on-site sewage system layout for the sewer of a four bedroom, 250m<sup>2</sup> single family dwelling and a warehouse building. Based upon information, it would appear the site is adequate to accommodate the proposed sewage system which would comply with the requirements of Part 8 (Sewage system) Ontario Building Code.

Should additional information / and or clarification be required please contact me.



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

**BY-LAW NO. 2012-**

**A BY-LAW TO AMEND ZONING BY-LAW NO. 79-14 AS  
AMENDED, OF THE TOWNSHIP OF WEST LINCOLN**

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

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF  
WEST LINCOLN HEREBY ENACTS AS FOLLOWS:**

1. That, the land described as Part of Lot 33, Concession 8, (Part 1, Plan 30R-6980), as zoned RC-364(H) is located on the east side of South Grimsby Road 18, just north of Regional Road 20, in the former Township of South Grimsby, now in the Township of West Lincoln, are subject to this by-law.
2. That, the land described as Part of Lot 33, Concession 8, (Part 2, Plan 30R-6980), as zoned RC-365(H) is located on the east side of South Grimsby Road 18, just north of Regional Road 20, in the former Township of South Grimsby, now in the Township of West Lincoln, are subject to this by-law.
3. Map 2 of Schedule "A" to Zoning By-law No. 79-14, as amended, is hereby further amended by removing the Holding symbol (-H) from the lands shown as the subject lands on Schedule "A" attached hereto and forming part of this By-law.
4. And that, this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS 22<sup>nd</sup>  
DAY OF OCTOBER, 2012.**

\_\_\_\_\_  
**MAYOR DOUG JOYNER**

\_\_\_\_\_  
**CAROLYN LANGLEY, CLERK**

**EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2010- 91**

This By-law affects two parcels of land being Part of Lot 33, Concession 8, (Part 1, Plan 30R-6980), as zoned RC-364(H); and Part of Lot 33, Concession 8, (Part 2, Plan 30R-6980), as zoned RC-365(H) being rural/commercial parcels of land, in the former Township of South Grimsby, Township of West Lincoln.

In October of 2006 the lands were zoned RC-364-H (Rural Commercial 364 – Holding) and RC-365-H (Rural Commercial 365 – Holding) by By-laws 2006-141 and 2006-142.

The RC-364 and RC-365 zonings state that the Holding Symbol (H) will be removed when the owner obtains and provides the Township with confirmation that the site has adequate area to accommodate an approved septic system in accordance with Part 8 of the Ontario Building Code to the satisfaction of the Chief Building Official for both the residence and a viable commercial operation.

At this time, Planning Staff has received a request to remove the Holding Symbol from the lands which can be serviced by private septic systems. Therefore, the property can now be zoned and used for rural commercial purposes and the Holding Symbol is no longer required.

For this reason, this by-law removes the Holding symbol from Part 1 and Part 2, Plan 30R-6980 such that the lands are zoned RC-364 and RC-365 respectively.

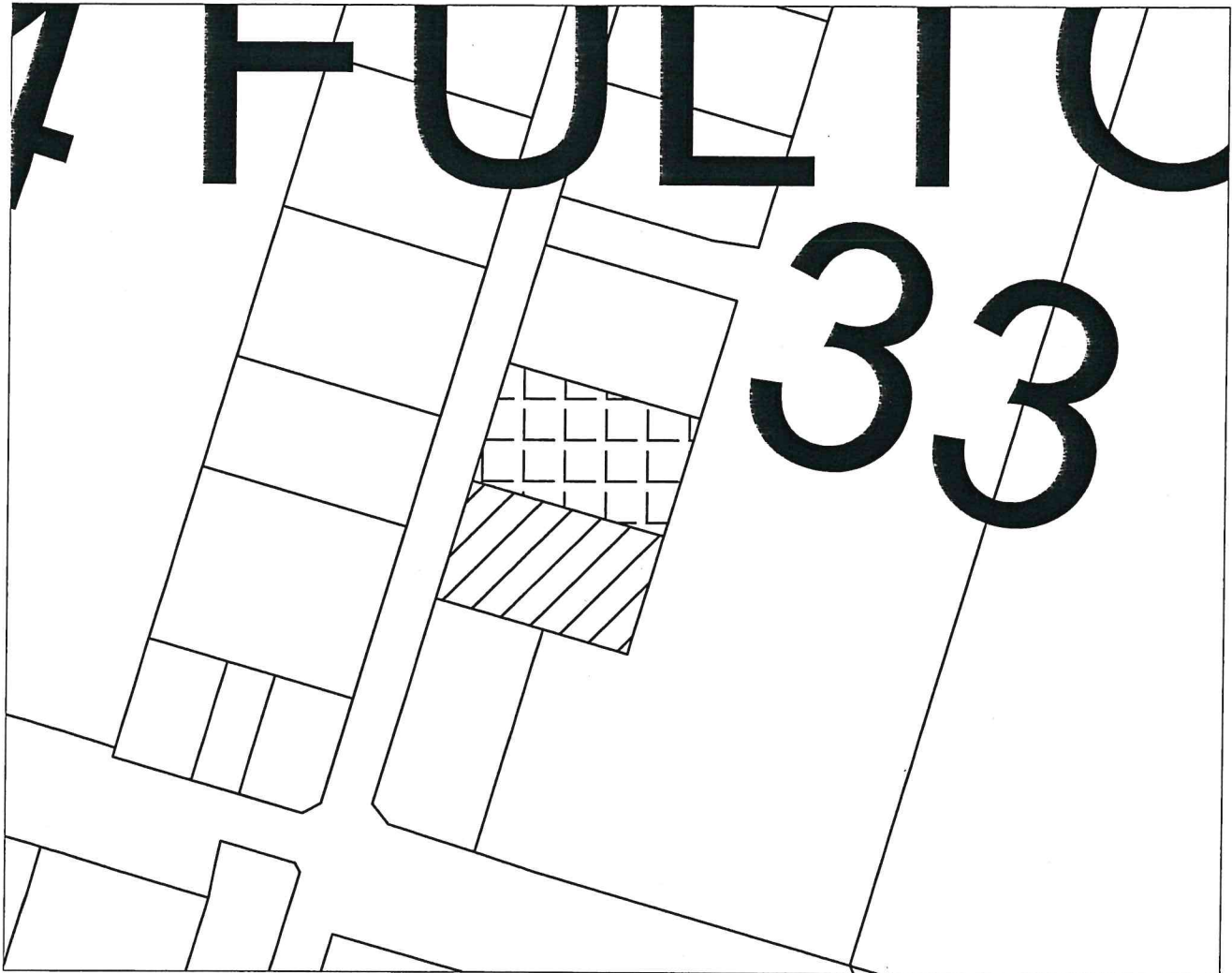
File:

Applicants: Rinaldo and Amanda Ticchiarelli  
1541189 Ontario Inc.

# LOCATION MAP TOWNSHIP OF WEST LINCOLN



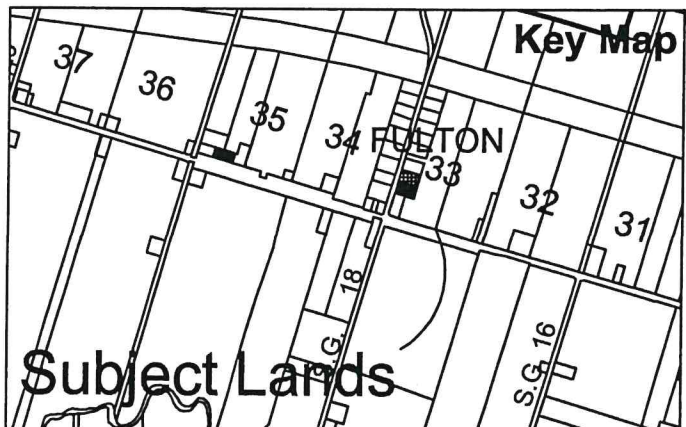
Scale: N.T.S.



**Part 1 on 30R-6890,  
Ticchiarelli**



**Part 2 on 30R-6890,  
1541189 ON. Inc.**



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

**BY-LAW NO. 2020- ##**

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

**WHEREAS THE TOWNSHIP OF WEST LINCOLN COUNCIL IS EMPOWERED TO ENACT THIS BY-LAW BY VIRTUE OF THE PROVISIONS OF SECTION 34 AND 36 OF THE PLANNING ACT, 1990;**

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

- 1. THAT Schedule ‘A’ Map ‘A2’ to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Concession 8, Part Lot 33, Part 1 on 30R-6980, Township of West Lincoln, municipally known as 2935 South Grimsby Road 18, shown as the subject lands on Schedule ‘A’, attached hereto and forming part of this By-law.
- 2. THAT Map ‘A2’ to Schedule ‘A’ to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule ‘A’, attached hereto and forming part of this By-law from a Service Commercial with site specific exception 45 and holding provision 3 (C3-45[H-3]) zone to a Service Commercial with site specific exception 45 without a holding provision.
- 3. THAT Part 13 of Zoning By-law 2017- 70, as amended, is hereby amended by removing the following holding provision from Table 28:

Temporary Use Provision #	Map #	Parents Zone(s)	Permitted Uses Subject to Holding Provisions	Holding Provisions
H-3	A2	C3-45	All permitted <i>uses</i> of the site specific <i>zone</i> , except <i>existing uses</i> .	Confirmation that the site has adequate area to accommodate an approved septic system in accordance with the Ontario Building Code shall be provided prior to any development or site alteration.

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

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
14<sup>th</sup> DAY OF SEPTEMBER, 2020.**

\_\_\_\_\_  
**DAVE BYLSMA, MAYOR**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**

**EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2017-70**

**Location:**

The subject lands are located on the east side of South Grimsby Road 18, situated north of Regional Road 20. The lands are described as Concession 8, Part of Lot 33, Part 1 on 30R-6980, Township of West Lincoln, municipally known as 2935 South Grimsby Road 18.

**Purpose & Effect:**

This By-law has been enacted to remove the holding provision that was placed on the property to confirmed that there is adequate area to accommodate an approved septic system in accordance with the Ontario Building Code. The removal of this holding provision will enable development or site alteration on the property again.

**Public Consultation:**

Public Consultation is not required for the removal of a holding condition.

File: 1601-101-12  
Applicant: Ticchiarelli

**REPORT**  
PLANNING/BUILDING/ENVIRONMENTAL  
COMMITTEE

**DATE:** September 14, 2020

**REPORT NO:** PD-121-2020

**SUBJECT:** Recommendation Report Application to Remove the Holding Symbol (Phelps Homes Ltd. – Wade Road Lot) and Closure of File No. 1601-004-17

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- On May 25<sup>th</sup>, 2020, Township Council considered staff report, PD-064-20 that recommended authority to enter into a development agreement for the Wade Road lot in accordance with LPAT decision (Case No. PL170875).
- Previously, in November of 2011, by-law 2011-96 was approved by Township Committee and Council to rezone the Brookside Phase III Plan of Subdivision lands for future development. Also, included in that by-law amendment was a clause that placed a holding symbol on the Wade Road lands to the north of Twenty Mile Creek. The holding symbol was to remain on the lands until the Niagara Peninsula Conservation Authority (NPCA) was satisfied that development was possible (significant mapping was required) and until a further consultation with the neighbours had occurred.
- On June 26<sup>th</sup>, 2017 the Township of West Lincoln Committee and Council passed a new comprehensive zoning by-law which placed Environmental Zones (Environmental Protection and Environmental Conservation) on the subject lands since NPCA requirements had not been satisfied in the meantime.
- The zoning for the subject lands, as included in the comprehensive zoning by-law was appealed to the Ontario Municipal Board (OMB), now Local Planning Appeals Tribunal (LPAT), as it related to the subject lot being south of 125 Wade Road.
- Following the appeal, study work was completed by Phelps Homes Ltd such that the NPCA confirmed that a building site existed. Consultation with the neighbours occurred (April 9<sup>th</sup>, 2018) and a settlement between the Township of West Lincoln and Phelps Homes Ltd was reached after that.
- The settlement was presented to the Local Planning Appeals Tribunal (LPAT) at a Hearing on March 7<sup>th</sup>, 2019.
- On April 15<sup>th</sup>, 2020 LPAT issued a written decision in support of the settlement. Now the original application and its related file (1601-004-17) to remove the holding symbol can be deemed to be closed as LPAT has ordered approval of the by-law as found at attachment 5 to this report.

**RECOMMENDATION:**

1. That, Report PD-121-2020, regarding “Recommendation Report, Application to Remove the Holding Symbol (Phelps Homes Ltd. – Wade Road Lot) and Closure of File, File No. 1601-004-17”, dated September 14<sup>th</sup>, 2020, be RECEIVED;
2. That, file 1601-004-17 (application for removal of Holding Symbol) be and is hereby closed; and,
3. That, the by-law, as ordered by LPAT, be and is hereby approved (attachment 5).

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #3**

- **Strategic, Responsible Growth**

**BACKGROUND:**

If the new comprehensive zoning by-law had not been implemented, then the Removal of the Holding Zone process under the previous zoning by-law 79-14 as amended (by by-law 2011-96) would have been the appropriate planning process to follow and this file 1601-004-17 would then have required a decision of Township Council.

As noted and as found at attachment 2 to this report, the removal of the Holding Symbol required two actions. First, clearance from NPCA was required after mapping had been prepared in order for NPCA to confirm that a building site existed. Secondly, the by-law (2011-96) committed Council to consult with the neighbours before the holding symbol could be removed from the subject lands.

**CURRENT SITUATION:**

In July of 2017, Phelps Homes Ltd appealed the new Township comprehensive zoning by-law to the OMB (now LPAT) and simultaneously made application to remove the holding symbol from the zoning of the lands in the former comprehensive Zoning By-law 79-14, as amended.

One of the requirements that placed the Holding Symbol on the subject lands in 2011 was the need for mapping and as a result, there was an environmental exercise completed by consultants for Phelps Homes Ltd. Consultants were hired to map the extent of the flood plain, wetland, fish habitat and establish a 30 metre setback line. Further, Phelps Homes Ltd provided all necessary documents to the local conservation authority (NPCA) such that they ultimately agreed with mapping that informed the Township, applicant/appellant and NPCA that a building envelope existed outside of the regulated features, in the area as depicted on attachment 3.

Consultation with the neighbours also occurred on April 9<sup>th</sup>, 2018. Most neighbours continued to have concerns about environmental impacts even when just one single family residential lot was proposed. A recommendation was eventually supported by Council that recognized one residential building lot as scoped and refined with limits placed on the buildable area. Eventually, a settlement was presented to LPAT on March 7<sup>th</sup>, 2019 to permit one single family residential building lot and resolve Phelps Homes Ltd appeal against the new comprehensive zoning by-law.

Now that this settlement has been accepted by LPAT (attachment 4), the application for

removal of the Holding symbol (1601-004-17), as it affects zoning by-law 79-14 is no longer required.

The process to remove the Holding Symbol was the process that was used as a means to find an ultimate resolution of this matter, such that a final decision on the removal of the holding symbol is no longer required. Therefore, the application by Phelps Homes Ltd to remove the Holding Symbol, as dated July 24<sup>th</sup>, 2017, is deemed to be complete. Since no decision is now required on the removal of the Holding Symbol as a result of the LPAT acceptance of the settlement as part of the new comprehensive zoning by-law, the Planning file to remove the holding symbol can now be closed without a formal decision.

This report is written to inform Committee and Council of Township staff's action to close this file. The application ensured that a proper process was followed to reach a planning decision, but the removal of the Holding Symbol itself was not required.

Previous, staff report PD-064-20 undertook the necessary actions as required by LPAT to complete their decision to allow one building lot. The zoning by-law as ordered and approved by LPAT must also now be approved by Township Council.

**FINANCIAL IMPLICATIONS:**

Not applicable to this report.

**INTER-DEPARTMENTAL COMMENTS:**

No further comments are required to close this file.

**CONCLUSION:**

This report is written to advise Committee and Council that the removal of the holding symbol application for rezoning can now be closed by direction of Township Committee and Council due to the acceptance by LPAT of the settlement that was reached. The new comprehensive zoning by-law, as amended, by order of the LPAT will be in full force and effect as it relates to the subject lands, once a development agreement has been approved for the opening of the road, and the attached by-law has been adopted.

**ATTACHMENTS**

1. Location Map
2. Map of Holding zoning on lands (from by-law 2011-96)
3. Mapping of building lot outside 30 metre setback
4. LPAT Decision
5. By-law, ordered by LPAT, to be approved by Council

**Prepared & Submitted by:**



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**Brian Treble, RPP, MCIP**  
Director of Planning and Building

**Approved by:**



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
**Beverly Hendry**  
CAO



**Location Map**  
**Wade Road**



**Legend**

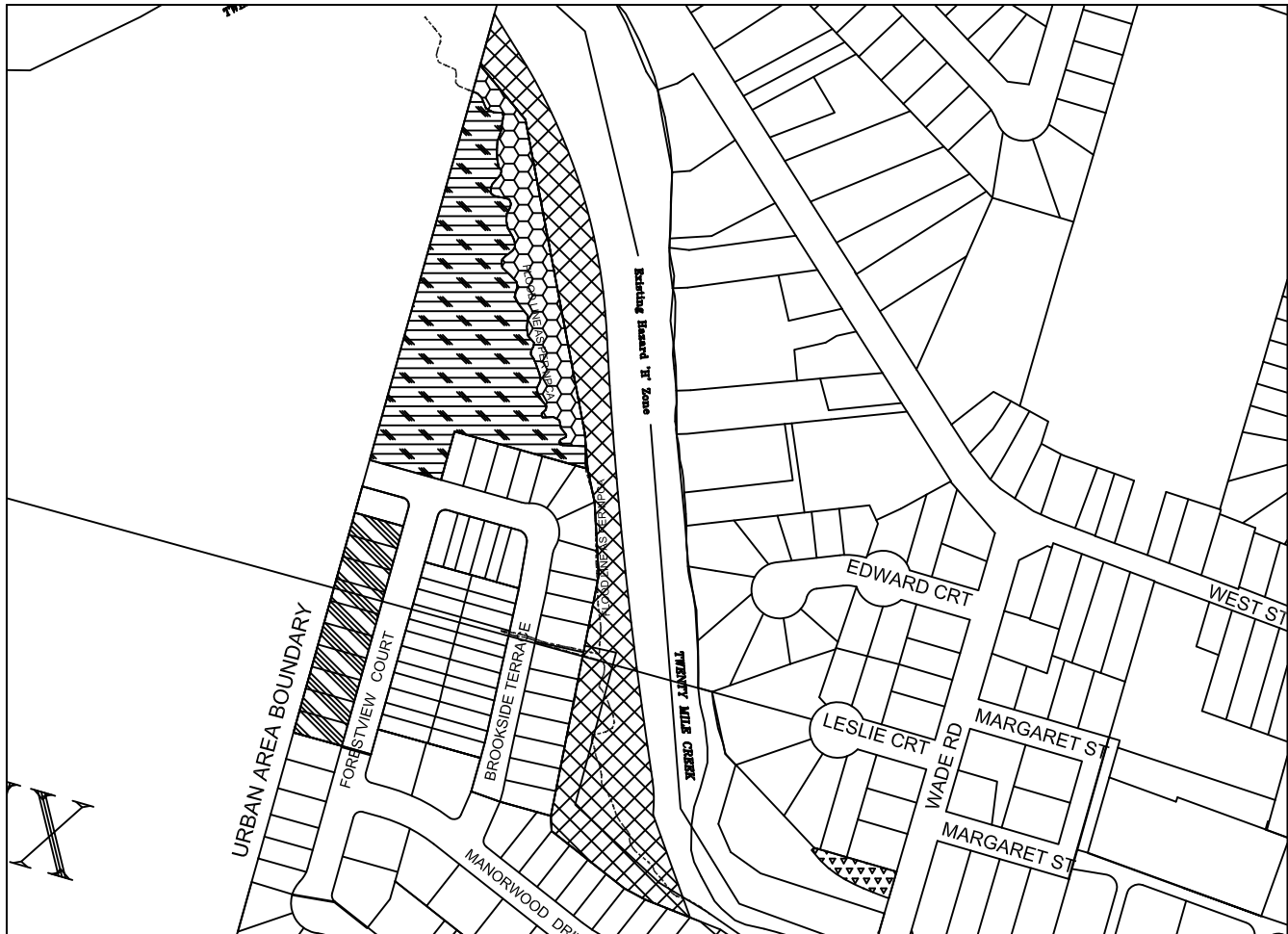
-  WadeRdSL
-  Property Lines



# SCHEDULE 'A2' DETAILED MAP TOWNSHIP OF WEST LINCOLN BROOKSIDE PHASE 3 REZONING



Scale: N.T.S.



To Rezone from a Development 'D'  
zone to a Residential Multiple  
'RM3-494' zone



To Rezone from a Development 'D'  
zone to a Residential Multiple  
'RM3-494' (H) zone

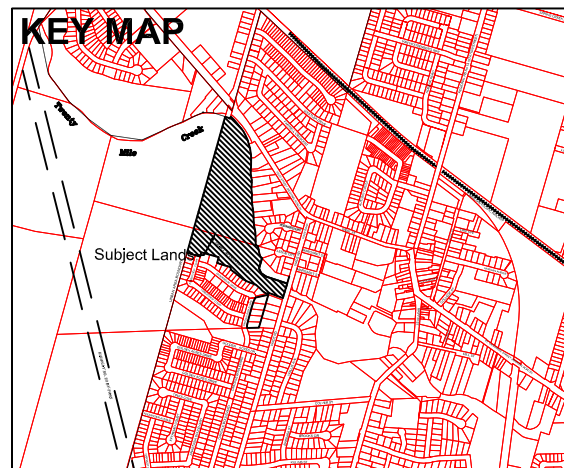


To Rezone from a Development 'D'  
zone to a Hazard 'H' Zone

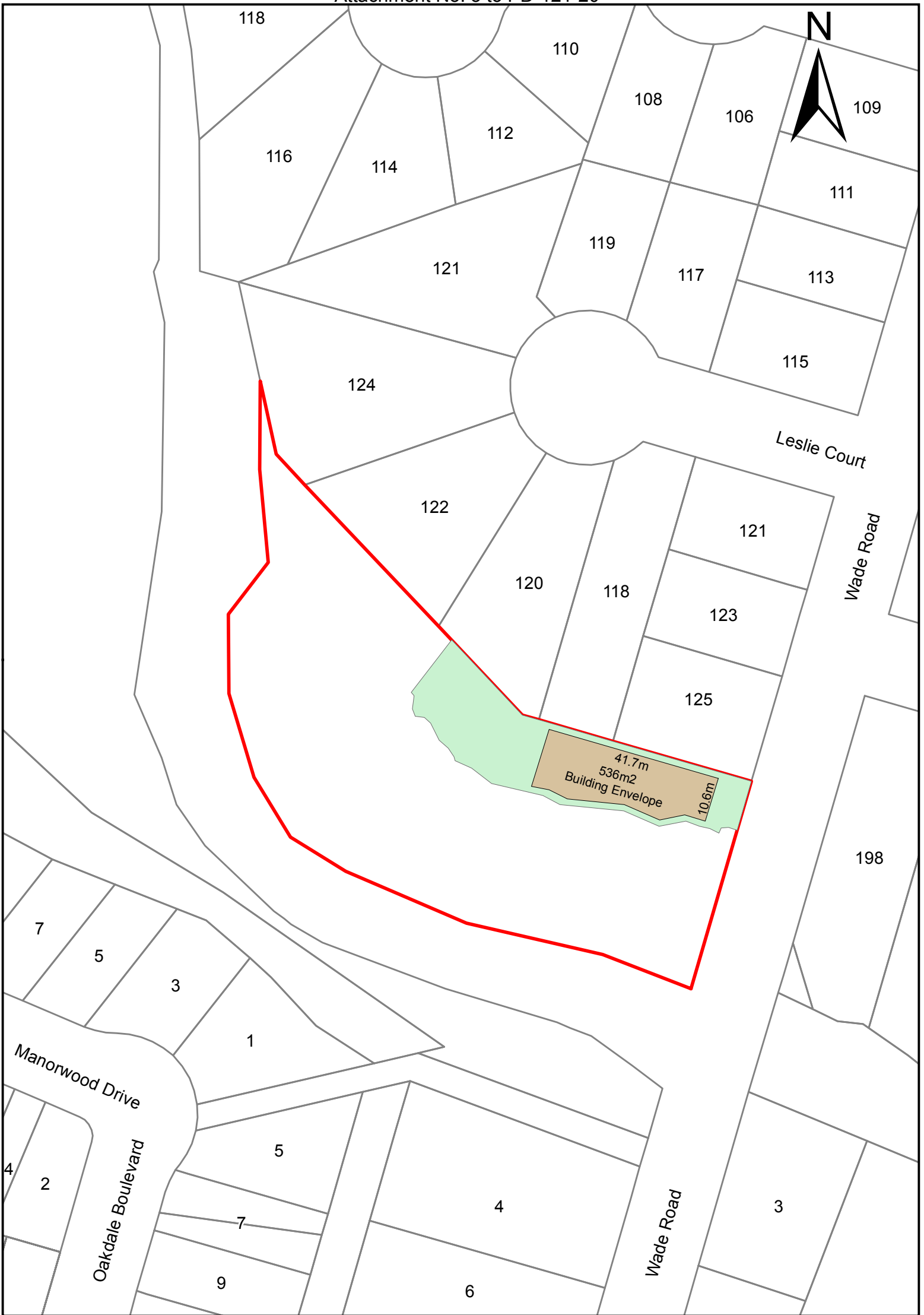


To Rezone from a Residential 'R1'  
zone to a Residential 'R1' (H) zone

## KEY MAP



This is Schedule 'A' to By-Law No. 2011- 96 passed 28th day of November, 2011.






# Wade Road Phelps Homes Infill Lot

**West Lincoln**  
Your Future Naturally

0 12.5 25 50 Meters

## Legend

-  Proposed Building Envelope
-  Proposed Lot
-  Subject Lands

**Local Planning Appeal Tribunal**  
Tribunal d'appel de l'aménagement  
local



**ISSUE DATE:** April 15, 2020

**CASE NO(S):** PL170875

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

**PROCEEDING COMMENCED UNDER** subsection 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Phelps Homes Ltd.
Subject:	By-law No. 2017-70
Municipality:	Township of West Lincoln
OMB Case No.:	PL170875
OMB File No.:	PL170875
OMB Case Name:	Phelps Homes Ltd. v. West Lincoln (Township)

**Heard:** March 7, 2019 in Smithville, Ontario

**APPEARANCES:**

**Parties**

**Counsel**

Phelps Homes Ltd.

Jennifer Meader

Township of West Lincoln

Tom Richardson

**MEMORANDUM OF ORAL DECISION DELIVERED BY JOHN DOUGLAS ON  
MARCH 7, 2019 AND ORDER OF THE TRIBUNAL**

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[1] The Council for the Township of West Lincoln (the "Township") passed a new Comprehensive Zoning By-law No. 2017-70 ("ZBL 2017-70") in June 2017, replacing Zoning By-law No. 79-14 ("ZBL 79-14"). Phelps Homes Ltd. (the "Appellant") appealed

ZBL 2017-70 on a site-specific basis for property legally described as Plan M-97, Part Lot 8 (the “subject property”). The subject property is a 1.7 hectare parcel of land located on Wade Road, north of Twenty Mile Creek and south of the property municipally addressed as 125 Wade Road.

[2] ZBL 2017-70 placed Environmental Conservation (“EC”) and Environmental Protection (“EP”) zoning on the subject property. The Appellant has submitted an appeal to amend ZBL 2017-70 to allow the subject property to be rezoned from the EC Zone to a Low Density Residential Zone (“R1B”) to permit the development of a single detached dwelling on the subject property.

[3] The surrounding land uses to the north, east and west of the subject property are predominantly low density single detached residential. Twenty Mile Creek runs adjacent to the subject property to the south. To the south of Twenty Mile Creek is more single detached residential housing.

[4] The Tribunal was advised that Wade Road does not cross Twenty Mile Creek. The Township Road terminates in a hammerhead turnaround in front of the existing house at 125 Wade Road. The sidewalk continues and connects to a pedestrian bridge that crossed Twenty Mile Creek.

[5] Through ongoing discussions, parties arrived at a settlement agreement in this matter. The Tribunal is being asked to allow the appeal in part and approve the ZBA as it appears in the settlement agreement, which is appended to the end of the Minutes of Settlement (Attachment 1) as Attachment A, and subject to the conditions set out in s. 2 (a) to (f) of the Minutes of Settlement (Attachment 1) to this decision and order.

[6] The Tribunal heard from three witnesses called in support of the settlement reached between the Applicant/Appellant and the Town:

- Following a review of his qualifications and on the consent of the parties, Brian Treble, the Director of Planning for the Town of West Lincoln, was qualified by the Tribunal to provide expert opinion evidence in the field of land use planning.
- David Deluce, a Senior Manager with the Niagara Peninsula Conservation Authority (“NPCA”), was summoned to appear as a witness in this matter. Following a review of his qualifications and on the consent of the parties, the Tribunal qualified Mr. Deluce to provide expert opinion evidence as it relates to NPCA matters.
- Following a review of his qualifications and on the consent of the parties, John Henricks, Principle Planner with the Niagara Planning Group, was qualified by the Tribunal to provide expert land use opinion evidence in the field of land use planning.

[7] The Tribunal heard lay evidence from the following participants in opposition to the ZBA reached through the settlement between the parties: Terry Bell, Vince Renda, and Blake Sorensen.

[8] The participants provided some background related to the subject property particularly with respect to their observations regarding flooding of Twenty Mile Creek. Flooding was the key issue raised by the participants. They noted that the flood waters often inundate much of the subject property and that any future owner of the property will probably want to add fill. They also raised concerns regarding potential impacts on the pedestrian bridge crossing Twenty Mile Creek.

[9] The participants testified that there is a lack of trust with the Applicant and there are some concerns with respect to process. One participant noted that this is a contest of the will of the developer versus the will of the neighbours. He stated that none of the neighbours agrees with the proposal.

[10] One participant raised concerns that the proposal could reduce property values in the area.

[11] The extent to which the concerns of the participants can be considered or determined is set out in the following paragraphs.

[12] The concern that the ZBA may adversely affect property values of neighbouring properties, is not a valid ground for consideration by the Tribunal.

[13] The concerns raised by the participants regarding a lack of trust with this developer, and the idea that the will of the neighbours should prevail over the will of the developer, are also not valid matters for consideration by the Tribunal.

[14] When considering a ZBA, the Tribunal must consider whether the proposal: has had regard for matters of provincial interest under the *Planning Act* (the “Act”); is consistent with the Provincial Policy Statement 2014 (“PPS 2014”); conforms with the Growth Plan for the Greater Golden Horseshoe 2017 (“Growth Plan 2017”), which was in force at the time of the hearing; conforms with the Niagara Region Official Plan (“NROP”) and the Town’s Official Plan (“OP”); and, conforms to the Town’s ZBL 2017-70. At no point in the Act, or the provincial or municipal policy, is there any requirement that a decision on any planning matter be determined by the popularity of the developer or the proposal.

[15] What is left are the planning related concerns of the participants with respect to flooding on the subject lands and the protection of municipal infrastructure such as, the pedestrian bridge over Twenty Mile Creek.

[16] According to the evidence, hydrologic and hydraulic modelling at the site was carried out as part of the Twenty Mile Creek Sub-Watershed Study in 2007. In the fall of 2017, the site was attended by a surveyor on behalf of the Appellant and staff from the NPCA, to re-survey the flood line. The flood line and the location of the top of bank has

been mapped. Based on that mapping, a portion of the subject property is located outside the flood plain, and no closer at any point than 30 m from the top of bank. The developable portion of the subject land has a width that ranges from a minimum of 12.34 metres ("m"), which is also the lot frontage, to a maximum of approximately 17.5 m, and a depth of approximately 80 m (as it appears on Exhibit 8). Mr. Deluce testified that NPCA concerns are addressed on the plan shown in Exhibit 8.

[17] The Tribunal was advised that under the former ZBL 79-14, the subject property had been zoned residential low density with a holding provision ("R1-H"). The holding provision was placed on this lot in order to ensure further agency consideration and public input. The subject property was not to be developed until the Niagara Peninsula Conservation Authority (the "NPCA") had completed a review and mapping refinement. As noted in paragraph 16, the NPCA concerns have been addressed and the Tribunal understands therefore that the condition has been met and holding provision lifted.

[18] The Tribunal finds based on the evidence provided as well as the expert testimony of Mr. Treble, Mr. Deluce and Mr. Henricks, that the portion of the subject property, as described in paragraph [16] and as it appears on Exhibit 8, is above the regulatory flood line and has potential for development.

[19] No portion of the subject property, including the developable portion, has frontage along an open and public Township road allowance. The applicants would be required to extend the travelled road and provide a turn around. The road and turnaround would have to be designed so as not to impact an existing pedestrian bridge across Twenty Mile Creek.

[20] With respect to those matters that the Tribunal must consider when hearing an appeal of the ZBA, the Tribunal heard evidence from Mr. Treble, Mr. Deluce and Mr. Henricks.

[21] Mr. Treble and Mr. Henricks opined that the ZBA reached through the settlement and subject to the conditions, is consistent with the PPS 2014, conforms with the Growth Plan 2017 and has had regard for matters of provincial interest set out in the Act. The proposed development is located within an existing settlement area boundary as per the PPS 2014 and within the Built-up Area under the Growth Plan; represents appropriate intensification through infill development; makes efficient use of existing municipal infrastructure; and ensures protection of natural heritage system lands through public dedication of the non-development portion of the subject lands, and maintains at least a 30 m setback from the top of bank and areas of fish habitat.

[22] Mr. Treble and Mr. Henricks opined that the ZBA reached through the settlement and subject to the conditions, conformed with the NROP. The Region's Core Natural Heritage Map shows the subject property being designated as an Environmental Conservation Area ("ECA") associated with a Valley Shoreline Buffer and a watercourse identified as Type 1 (Critical) Fish Habitat. Development and site alteration in ECAs may be permitted where it has been demonstrated through an Environmental Impact Study ("EIS"), subject to the Region's Environmental Impact Study Guidelines, that there will be no significant impacts over the long term. In accordance with the former protocol between the Region and the NPCA, the NPCA was responsible for the review and comment related to impacts on the natural environment on all planning applications. Based on the mapping work undertaken with respect to the subject property, the NPCA waived the Regional requirement for an EIS, as the subject property contained developable area outside the 30 m setback from both the fish habitat and significant valleyland.

[23] Mr. Treble and Mr. Henricks opined that the ZBA reached through the settlement and subject to the conditions, conformed with the policies of the Township's OP. Mr. Henricks directed the Tribunal to Schedule E of the Township's OP, which shows the subject property designated as Natural Heritage System. He then directed the Tribunal to Township OP, Policy 18.1 a) which states: "Minor refinements to the boundaries of the designations in association with development applications shall not require an

amendment to this Official Plan.” Mr. Henricks testified that in his opinion an amendment to the OP is not required. Policy 10.7.2 l) of the Township’s OP addresses development and site alteration in or adjacent to Environmental Conservation Areas, including possible requirements for an EIS. Mr. Treble testified that an EIS was not done and had not been required by the Region or the NPCA.

[24] Mr. Treble and Mr. Henricks opined that the ZBA reached through the settlement and subject to the conditions represents good planning in the public interest.

[25] The Tribunal was provided no objective expert evidence in support of the concerns and issues raised by the participants. The Tribunal accepts the uncontested and unchallenged evidence of Mr. Treble, Mr. Deluce and Mr. Henricks and finds that the ZBA reached through the settlement agreement which is appended to the end of the Minutes of Settlement (Attachment 1) as Attachment A, and subject to the conditions set out in s. 2 (a) to (f) of the Minutes of Settlement (Attachment 1), meets the tests set out in paragraph [14] of this decision.

## **CONCLUSION**

[26] Upon the findings made, the uncontested and unchallenged expert opinion evidence of Mr. Treble, Mr. Deluce and Mr. Henricks, and the whole of the evidence inclusive of the documentary record, the Tribunal finds that the proposed ZBA is consistent with the PPS, conforms with the Growth Plan and any matters of provincial interest identified in the Act, and represents good planning in the public interest. For these reasons, the Tribunal will allow the appeal in part to approve the amendment to the Township’s Comprehensive ZBL 2017-70, as set out in the agreement between the parties (Attachment 1).

**ORDER**

[27] The Tribunal orders that the appeal is allowed in part to approve an amendment to the Township's Comprehensive ZBL 2017-70 on the terms contained in the amending ZBL, agreed to by the parties, (as set out in Attachment A at the end of the Attachment 1 to this decision and order), subject to the conditions agreed to by the parties, as set out in s. 2 (a) to (f) of Attachment 1 to this decision and order.

*"John Douglas"*

JOHN DOUGLAS  
MEMBER

If there is an attachment referred to in this document,  
please visit [www.elto.gov.on.ca](http://www.elto.gov.on.ca) to view the attachment in PDF format.

**Local Planning Appeal Tribunal**

A constituent tribunal of Tribunals Ontario - Environment and Land Division  
Website: [www.elto.gov.on.ca](http://www.elto.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

**ATTACHMENT 1**

## LOCAL PLANNING APPEAL TRIBUNAL

**PROCEEDING COMMENCED UNDER** subsection 34(19) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended

Appellant:	Phelps Homes Ltd.
Subject:	By-law No. 2017-70
Municipality:	Township of West Lincoln
OMB Case No.:	PL170875
OMB File No.:	PL170875
OMB Case Name:	Phelps Homes Ltd. v. West Lincoln (Township)

B E T W E E N :

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

Hereinafter referred to as the "Township"

OF THE FIRST PART;

- and -

**PHELPS HOMES LTD.**

Hereinafter referred to as "Phelps"

OF THE SECOND PART.

**MINUTES OF SETTLEMENT**

**WHEREAS** the Council of the Corporation of the Township of West Lincoln did, on June 26, 2017, pass Comprehensive Zoning By-law No. 2017-70;

**AND WHEREAS** Phelps Homes Ltd. did, on July 24, 2017, appeal to the Ontario Municipal Board the provisions of Comprehensive Zoning By-law No. 2017-70 as they apply to lands located on Wade Road, south of 125 Wade Road;

**AND WHEREAS** the Township and Phelps have undertaken extensive negotiations with respect to the possible resolution of the Phelps appeal;

**AND WHEREAS** the parties have now achieved a resolution of this appeal on the terms set out herein;

**THE PARTIES HERETO HEREBY AGREE AS FOLLOWS:**

1. Phelps and the Township consent to an Order of the Local Planning Appeal Tribunal allowing the appeal of Phelps Homes Ltd., in part, and amending Township of West Lincoln Zoning By-law No. 2017-70 on the terms contained in the amending Zoning By-law attached hereto as Attachment A;
2. Forthwith upon the Tribunal's approval of the amendment to the Township of West Lincoln Zoning By-law 2017-70, in accordance with Attachment A attached hereto, the Township and Phelps shall enter into a Development Agreement, which shall be limited to addressing the following development matters rising from the creation of a building lot pursuant to the terms of this settlement:
  - (a) The design and construction by Phelps of the extension of Wade Road to a hammerhead, with curbing, which shall be subject to approval by Regional Niagara and the Township of West Lincoln;
  - (b) The design and construction of storm water management facilities;
  - (c) Connection to the municipal sewer and water systems;
  - (d) Securities in the form of a bond or a letter of credit and insurance relating to any and all works within the Wade Road allowance;
  - (e) Construction of a municipal sidewalk on the east side of Wade Road from the bridge to the existing sideway;
  - (f) Provision of additional street lighting, if necessary, as determined by a qualified engineer to the satisfaction of the Township.

The Township and Phelps acknowledge and agree that the Development Agreement does not constitute a Site Plan Agreement pursuant to section 41(7) of the *Planning Act*, 1990, R.S.O. c. P.13 and the proposed building lot is not subject to the Township of West Lincoln Site Plan Control By-law No. 2014-18.

3. Phelps and the Township agree that the portion of Wade Road to be improved by Phelps and from which the building lot will be accessed shall be deemed to be a public street for purposes of interpreting the Township of West Lincoln Zoning By-law NO. 2017-70. Furthermore, the Township shall pass any by-laws required under the *Municipal Act*, S.O. 2001, c. 25 to ensure that Wade Road is an open public street at the time of building permit issuance for the building lot.
4. Forthwith upon execution of the Development Agreement contemplated in section 2 above Phelps shall convey to the Township free of all encumbrances the lands generally delineated on Attachment B attached hereto.
5. Phelps and the Township agree to cooperate in providing evidence to the Tribunal in support of the terms contained in Attachment A attached hereto;
6. The parties hereto shall not request an award of costs.
7. It is understood and agreed that these Minutes of Settlement and everything contained herein shall enure to the benefit of and be binding upon the heirs, executors, administrators, mortgagees, successors-in-title and assigns of each of the parties hereto as the case may be and shall constitute a covenant running with the lands.

DATED at West Lincoln, Ontario, this 7<sup>th</sup> March, 2019.

IN WITNESS WHEREOF:

) THE CORPORATION OF THE TOWNSHIP OF  
 ) WEST LINCOLN, by its solicitors,  
 ) SULLIVAN MAHONEY LLP  
 ) Per:  
 )

) Thomas A. Richardson  
)  
) Thomas A. Richardson

)  
) PHELPS HOMES LTD., by its solicitors,  
) TURKSTRA MAZZA ASSOCIATES  
) Per:

) Jennifer H. Reader  
)  
) Jennifer H. Reader

BY-LAW NO. 2019-21

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

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

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

1. THAT Schedule 'A' Map 'S4' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M97, Part Lot 8, formerly in the Township of South Grimsby, now in the Township of West Lincoln, shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S4' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Environmental Conservation 'EC' zone to a Residential Low Density Type 1B with a site specific exception 'R1B-170' zone.
3. THAT Zoning By-law 2017-70, as amended, is hereby further amended by the addition of a new map S4.1 as attached hereto on Schedule 'B' and forming part of this By-law.
4. THAT Part 6 of Zoning By-law 2017- 70, as amended, is hereby amended by adding the following to Part 13.2:

R1B-170

Permitted Uses:

As per the parent zone.

Regulations:

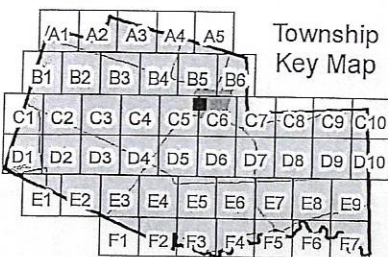
As per the parent zone; except: a minimum lot frontage of 12 metres, a minimum rear yard setback of 31 metres, and a maximum lot coverage of 36%.

5. THAT all other provisions of By-law 2017-70 continue to apply.
6. AND THAT this By-law shall become effective from and after the date of passing thereof.

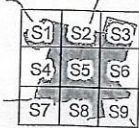
**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX<sup>th</sup> DAY OF MONTH, 2019.**

\_\_\_\_\_  
**MAYOR DAVE BYLSMA**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**



Smithville Key Map



Settlement Area Boundary

Waste Management Facility Assessment Area

# Township of West Lincoln

Schedule A

Zoning By-law No.2017-70

1:6,000

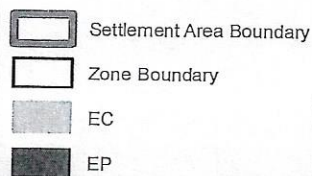
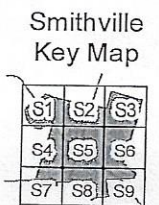
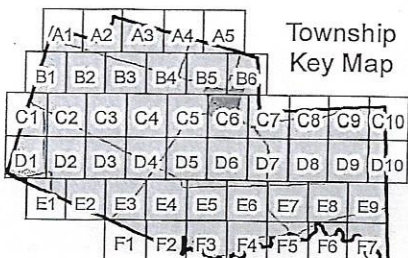
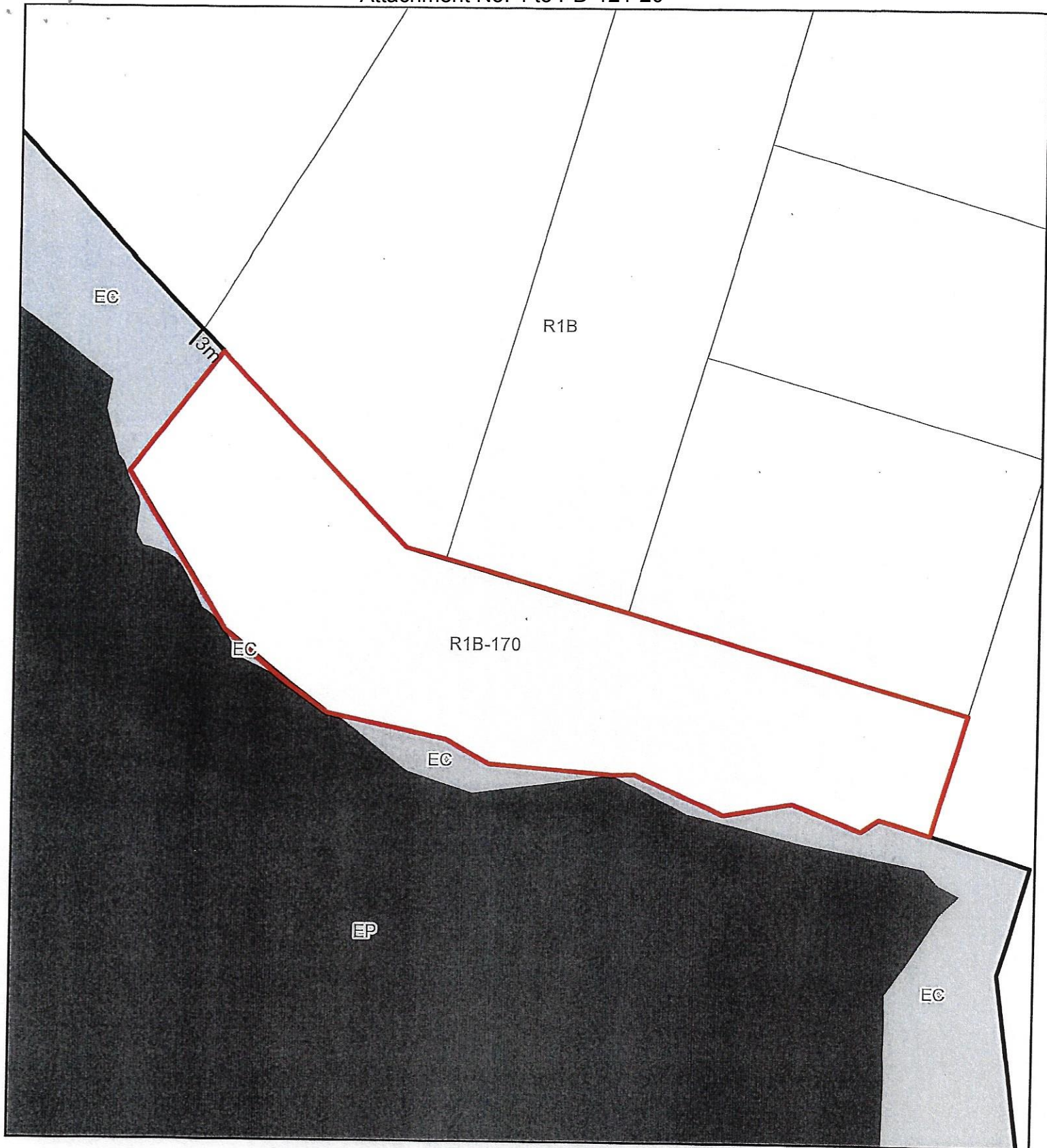
0 150 m

Last Updated: By-Law 2019-21

Last Updated 05/03/2019

Map

# S4



**Township of West Lincoln**  
Schedule A  
Zoning By-law No.2017-70

Map  
**S4.1**

1:500  
0 10 m  
Last Updated: By-Law 2019-21  
Last Updated 04/03/2019

**Location:**

This By-law involves a parcel of land located on the west side of Wade Road, south of Margaret Street and north of the Twenty Mile Creek and is legally described as Plan M97, Part Lot 8, formerly in the Township of South Grimsby, now in the Township of West Lincoln. The property has no municipal address.

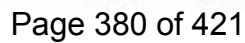
**Purpose & Effect:**

This application rezones a portion of the Environmental Conservation 'EC' zone to a Residential Low Density – Type 1B zone 'R1B' with site specific exception 170. The site specific exception will increase the minimum rear yard setback to 31 metres and reduce the maximum permitted lot coverage to 36% and the minimum required lot frontage to 12 metres.

**Public Consultation:**

The Public Meeting was held on April 9<sup>th</sup>, 2018. The Township received verbal and written comments from many neighbours. All comments were considered in the making of the decision by Council.

File: 1601-010-17  
Applicants: Phelps Homes



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

**BY-LAW NO. 2019-21**

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

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

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

1. THAT Schedule 'A' Map 'S4' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Plan M97, Part Lot 8, formerly in the Township of South Grimsby, now in the Township of West Lincoln, shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'S4' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from an Environmental Conservation 'EC' zone to a Low Density Residential Type 1B with a site specific exception 'R1B-170' zone.
3. THAT Section 6 of Zoning By-law 2017- 70, as amended, is hereby amended by adding the following to Section 13.2:

R1B-170

Permitted Uses:

As per the parent zone.

Regulations:

As per the parent zone; except: a minimum lot frontage of 12 metres, a minimum rear yard setback of 31 metres, and a maximum lot coverage of 36%.

4. THAT all other provisions of By-law 2017-70 continue to apply.
5. AND THAT this By-law shall become effective from and after the date of passing thereof.

**APPROVED AS SET OUT IN MINUTES OF SETTLEMENT  
DATED MARCH 7, 2019  
OMB CASE NO. PL170875**

## EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2019-21

### **Location:**

This By-law involves a parcel of land located on the west side of Wade Road, south of Margaret Street and north of the Twenty Mile Creek and is legally described as Plan M97, Part Lot 8, formerly in the Township of South Grimsby, now in the Township of West Lincoln. The property has no municipal address.

### **Purpose & Effect:**

This application rezones a portion of the Environmental Conservation 'EC' zone to a Low Density Residential – Type 1B zone 'R1B' with site specific exception 170. The site specific exception will increase the minimum rear yard setback to 31 metres and reduce the maximum permitted lot coverage to 36% and the minimum required lot frontage to 12 metres.

### **Public Consultation:**

The Public Meeting was held on April 9<sup>th</sup>, 2018. The Township received verbal and written comments from many neighbour(s). All comments were considered in the making of the decision by Council.

File: 1601-010-17

Applicants: Phelps Homes

**REPORT**  
**PLANNING/BUILDING/ENVIRONMENTAL**  
**COMMITTEE**

**DATE:** September 14, 2020

**REPORT NO:** PD-122-2020

**SUBJECT:** **Recommendation Report - Corco Property Holdings Inc (Steve Witt/Stanpac) - Site Plan and Site Plan Authorizing By-law - File No. 2100-008-20**

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- In 2014, the Township of West Lincoln sold the subject lands (attachment 1) to Corco Property Holdings Inc for parking lot purposes.
- The owner of the lands located on Thompson Road, now proposes to construct a storage building on the 2.51 hectare (6.2 acre) property. The storage building is required accessory to the main plant of Stanpac.
- The applicant has now submitted a site plan amendment application which proposes a 647 square metre new storage building to the south of the existing parking lot on the subject lands.
- The proposed site plan has just recently been submitted, and has only briefly been reviewed by Planning, Public Works, and Building but no obvious concerns arose; provided that storm water drainage has been accounted for from the additional roof area. External agency review is not required.
- Township Planning Staff recommend that the Mayor and Clerk be authorized through a By-law to sign the future Site Plan Agreement.

**RECOMMENDATION:**

1. That, report PD-122-2020, regarding "Recommendation Report, Corco Property Holdings Inc (Steve Witt/Stanpac) - Site Plan and Site Plan Authorizing By-law - File No. 2100-008-20", dated September 14, 2020, BE RECEIVED; and,
2. That, the Mayor and Clerk be authorized to sign a Site Plan Agreement with Corco Properties Inc (Steve Witt/Stanpac), when all site plan details have been completed.

## **ALIGNMENT TO STRATEGIC PLAN:**

### **Theme #3**

- **Strategic, Responsible Growth**

## **BACKGROUND:**

The subject lands were sold to Corco Property Holdings Inc on February 28, 2014. This ownership is an independent company in the Stanpac group. The area was developed as a parking lot and has been used for parking lot purposes since 2014.

In August of 2020, the Building Department received plans for a storage building on the property to the south of the existing parking lot use. A site plan is required first.

This property is 2.51 hectares (6.2 acres) in size and is located east of the main Stanpac plant and on the east side of Thompson Road.

The proposed new storage building is 647 square metres in size and will be situated to the south of the existing parking lot on a portion of the land that is currently used for storage. This building is proposed as a storage building accessory to the Stanpac main plant.

## **CURRENT SITUATION:**

Site plan approval is required now and was not obtained at the time of construction of the parking lot. By definition, the parking lot also required a site plan so this process addressed both issues.

## **FINANCIAL IMPLICATIONS:**

There are no costs to the Township associated with this application. A Letter of Credit or Security and an Administration fee will be collected, if required by the agreement, to ensure that any costs that the Township may incur as a result of deficiencies in construction are covered. No security is anticipated to be required at this time due to the scale of the proposal.

## **INTER-DEPARTMENTAL COMMENTS:**

Township Planning staff are working closely with Township Public Works and Building staff, no other agency input is required.

## **CONCLUSION:**

The applicant has submitted a Site Plan application and will require a site plan and Agreement for the subject property on Thompson Road to allow for a 647 square metre storage building to be constructed for storage purposes accessory to the Stanpac main plant at 2790 Thompson Road. There is minimal change to associated parking, water and stormwater calculations for the site.

Staff feel that it is appropriate at this time to authorize the Mayor and Clerk to enter into a Site Plan Agreement with the owner of the subject lands. Staff will advise when final approval has been achieved and when it is appropriate for the Mayor and Clerk to sign

the agreement. This report is written now to ensure that the construction process continues to move forward in a timely manner.

**ATTACHMENTS:**

1. Location Map
2. Draft Authorizing By-law
3. Draft Site Plan

**Prepared & Submitted by:**



---

**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

**Approved by:**

---

**Bev Hendry, CAO**




**Location Map**  
**13037 Thompson Road**

September 2020

0 20 40 80 Meters



**Legend**  
 Subject Property

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

**BY-LAW NO. 2020-XX**

**A BY-LAW TO AUTHORIZE A SITE PLAN AGREEMENT WITH CORCO PROPERTY HOLDINGS INC. AND ANY MORTGAGEES ON LANDS DESCRIBED AS PART LOT 14 (RP 30R14169 AND RP 30R14280) AND PART LOT 39 (RP 30R14649); IN THE FORMER TOWNSHIP OF SOUTH GRIMSBY; TOWNSHIP OF WEST LINCOLN**

**WHEREAS** the Corporation of the Township of West Lincoln deems it expedient to enter into a Site Plan Agreement with Corco Property Holdings Inc. and any mortgagees on lands described as Part Lot 14 (RP 30R14169 and RP 30R14280) and Part Lot 39 (RP 30R14649), in the former Township of South Grimsby; Township of West Lincoln

**AND WHEREAS** approval and authority for such Agreement is required;

**NOW THEREFORE THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN ENACTS AS FOLLOWS:**

1. That the Council of the Corporation of the Township of West Lincoln enter into a Site Plan Agreement with Corco Property Holdings Inc. and any mortgagees on lands described as Part Lot 14 (RP 30R14169 and RP 30R14280) and Part Lot 39 (RP 30R14649), in the former Township of South Grimsby; Township of West Lincoln.
2. That the Mayor and Clerk be and each of them is hereby authorized to sign the said Site Plan Agreement and any other document or documents necessary to implement the intent of this By-law and the said Site Plan Agreement, and the Clerk is hereby authorized to affix the Corporate Seal thereto and deliver the same to the appropriate parties.
3. That a copy of the said Site Plan Agreement and any supplementary Agreements, when executed by the said parties shall be attached hereto as "Schedule A" and shall form part of this By-law.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS 28<sup>th</sup>  
DAY OF SEPTEMBER, 2020**

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**MAYOR DAVE BYLSMA**

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**JOANNE SCIME, CLERK**



KEY PLAN  
SCALE: N.T.S.

LEGEND	LEGEND
PROPOSED ELEVATIONS	FINISHED FLOOR ELEVATION
PROPOSED DRAINAGE PATTERN	TOP OF FOUNDATION ELEVATION
TOP OF BANK	FINISHED GARAGE FLOOR ELEVATION
TRAFFIC FLOW	BASEMENT FLOOR ELEVATION
OVERHEAD UTILITY LINE	UNDERSIDE FOOTING ELEVATION
UNDERGROUND HYDRO CABLE	RAIN WATER LEADER
UNDERGROUND SANITARY PIPE	LIGHT STANDARD
UNDERGROUND NATURAL GAS PIPE	CATCHBASIN
UNDERGROUND STORM SEWER	MANHOLE
POTABLE WATER PIPE	HYDRO POLE
UNDERGROUND BELL SERVICE	FIRE HYDRANT
CONCRETE	GAS VALVE
GRAVEL	STANDARD IRON BAR
ASPHALT	IRON BAR
LIGHT-DUTY ASPHALT	PROPERTY LINE
GRASS	BARRIER-FREE PARKING SPACE
	PERSONNEL DOOR
	OVERHEAD DOOR
	SILT FENCE
	FENCE, HEIGHT AND MATERIAL AS NOTED ON PLAN
	DITCH
	SWALE
	EXISTING ELEVATIONS

- GENERAL NOTES:
- DO NOT SCALE DRAWINGS.
  - ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR.
  - ANY ERRORS / OMISSIONS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
  - 2% SLOPE AWAY FROM DWELLING FOR MIN. 1.0m
  - ROOF RAIN WATER LEADERS ARE TO DISCHARGE DIRECTLY TO THE GROUND ON SPLASH PADS UNLESS OTHERWISE NOTED.
  - A 1.0m STRIP SHALL BE LEFT UNDISTURBED ALONG THE BOUNDARIES ABUTTING ADJACENT PROPERTIES.
  - ALL WORK TO CONFORM TO O.B.C. 2012
  - BEFORE STARTING WORK THE CONTRACTOR SHALL DETERMINE THE POSITION OF THE POLE LINES, WATER MAINS AND OTHER OVERHEAD AND UNDERGROUND UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
  - ROAD/BLVD RESTORATION WHERE SERVICE TRENCHES MADE
  - CURB/GUTTER RESTORATION AS PER HCDG SEC. G5.00 (OPSD 600.020) OR MATCH EXISTING CURB PROFILE

1333 HIGHWAY #3  
DUNNVILLE, ONTARIO  
N1A 2W7  
phone: (905) 774-4307  
fax: (905) 774-1168

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KEY PLAN

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1 ISSUED FOR PERMIT AUG 24/20 MD

# PURPOSE OF ISSUE DATE OF ISSUE BY

STANPAC INC.

PROPOSED SITE PLAN

2790 THOMPSON ROAD  
SMITHVILLE, ON  
L0R 2A0

DRAWING

KEY PLAN

PLOT NO.  
S27-20-306

PROPOSED  
DRAINAGE: 2020 STANPAC INC. - SITE PLAN -  
S27-20-306.dwg

DRAWN BY  
MIKE DWYER

START DATE  
AUGUST 20, 2020

SHEET  
1 OF 2

DRAWING NUMBER  
C-1



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1. DO NOT SCALE DRAWINGS.
2. ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR.
3. ANY ERRORS / OMISSIONS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
4. 2% SLOPE AWAY FROM DWELLING FOR MIN. 1.0m AS PER HCDC SEC. 12.0, PARAGRAPH 9.
5. ROOF RAIN WATER LEADERS ARE TO DISCHARGE DIRECTLY TO THE GROUND ON SPLASH PADS UNLESS OTHERWISE NOTED, AS PER DETAIL '11A'.
6. A 1.0m STRIP SHALL BE LEFT UNDISTURBED ALONG THE BOUNDARIES ADJUTING ADJACENT PROPERTIES.
7. ALL WORK TO CONFORM TO O.B.C. 2012.
8. BEFORE STARTING WORK THE CONTRACTOR SHALL DETERMINE THE POSITION OF THE POLE LINES, WATER MAINS AND OTHER OVERHEAD AND UNDERGROUND UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
9. ROADSIDE RESTORATION WHERE SERVICE TRENCHES MADE (SHOW IN RED) AS PER HCDC SEC. 610.04.
10. CURB/GUTTER RESTORATION AS PER HCDC SEC. 65.00 (OPSID 600.020) OR MATCH EXISTING CURB PROFILE.
11. ALL PROPERTY LINE SWALES - MUTUAL DRAINAGE AGREEMENT TO BE ON TITLE (TYP.)

- DEVELOPER/CONTRACTOR NOTES:**
- DEVELOPER/CONTRACTOR MUST OBTAIN 'ENTRANCE PERMIT' BY COMPLETING 'ENTRANCE APPLICATION' THROUGH HALDIMAND COUNTY ROADS OPERATIONS DIVISION (905-316-5932 x 6601).
  - IF APPLICABLE: DEVELOPER/CONTRACTOR MUST OBTAIN 'WATER & SANITARY CONNECTION PERMITS' BY COMPLETING 'APPLICATION FOR WATER, SANITARY AND/OR STORM SEWER CONNECTION PERMITS' FORM AT TIME OF APPLYING FOR BUILDING PERMIT.
  - IF APPLICABLE: DEVELOPER/CONTRACTOR MUST OBTAIN 'ROAD EXCAVATION PERMIT' THROUGH HALDIMAND COUNTY ROADS OPERATIONS DIVISION (905-316-5932 x 6601).

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STANPAC INC.  
**PROPOSED SITE PLAN**  
2790 THOMPSON ROAD  
SMITHVILLE, ON  
L0R 2A0

**SITE PLAN**

PLOT NO.  
**S27-20-306**

PROPOSED  
DRAWING: 2020STANPAC INC. - SITE PLAN -  
S27-20-306.dwg

DRAWN BY  
MIKE DWYER  
START DATE  
AUGUST 20, 2020  
SHEET  
2 OF 2

DRAWING NUMBER  
**C-2**

**DATE:** September 14, 2020

**REPORT NO:** PD-117-2020

**SUBJECT:** Recommendation Report - Approval of Official Plan Amendment and Zoning By-law Amendment to Incorporate Winery, Brewery, and Special Occasion Policies and Regulations in the Township of West Lincoln Official Plan and Zoning By-law

**CONTACT:** Brian Treble, Director of Planning and Building

**OVERVIEW:**

- In 2013, the Township of West Lincoln had its first application for a winery which was proposed to situate at 3651 Sixteen Road in West Lincoln (see attachment 1). The Winery is known as Domaine Queylus.
- The zoning regulations for this winery are site specific, more restrictive than most other winery regulations across the Region (see attachment 2) and currently are not able to be complied with.
- Planning Staff proposed to be proactive and initiate a policy change that will place winery policies in our Official Plan (OP) and regulations in our Zoning By-law (ZBL). Draft policies were originally attached to staff report PD-054-19.
- Similarly, staff have had numerous inquiries relating to breweries, distilleries, and special occasion events. Policies relating to these possible uses are also proposed.
- Staff have prepared this report with the attached policies for approval. Agency input and consultation has occurred several times between November 2019 and now. With the exception of the Region, limited input was provided. Previous staff reports PD-054-19 and PD-183-19 provide background on this project, as authorized by report PD-054-19.
- Staff recommend approval of OPA 55, and a corresponding rezoning which provide both policies and regulations for new Agricultural Value Added type uses. Further, a site specific amendment is proposed to the zoning at 3651 Sixteen Road.
- As a result of minor modifications that address Regional comments, staff understand that Township Council approval is the final step before commencing the appeal period and that Regional Council approval is not required. See Regional letter at attachment 6 to this report.

**RECOMMENDATION:**

1. That, Report PD-117-2020, regarding “Recommendation Report, Approval of Official Plan Amendment and Zoning By-law Amendment to Incorporate Winery, Brewery, and Special Occasion Policies and Regulations in the Township of West Lincoln Official Plan and Zoning By-law” dated September 14<sup>th</sup>, 2020, be RECEIVED; and,
2. That, Section 34(17) of the Planning Act apply and that no further public meeting is required; and,
3. That, Official Plan Amendment No. 55 (File No. 1701-004-19) and a corresponding implementation bylaw be APPROVED and passed; and,
4. That staff be authorized to circulate the Notice of Decision on the approval of Official Plan Amendment No. 55 to the agencies and public to commence the 20 day appeal period as Regional Council approval is not required; and,
5. That, Zoning By-law Amendment 1601-015-19 and a corresponding bylaw be APPROVED and passed; and,
6. That, Staff be authorized to circulate the Notice of Decision for the Zoning By-law Amendment with the corresponding 20-day appeal period, with full force and effect occurring once Official Plan Amendment No 55 has been approved without appeal.

**ALIGNMENT TO STRATEGIC PLAN:**

**Theme #2, #3 & #4**

- Support for Business and Employment Opportunities for Residents
- Strategic, Responsible Growth
- Local Attractions

**BACKGROUND:**

The winery referred to as Domaine Queylus at 3651 Sixteen Road, St. Ann’s, originally presented a proposal for a winery in the spring of 2013. This was the first such facility in West Lincoln and was experimental in nature. Since then, this facility has continued to undertake growing trials as it worked to find the correct grape for wine purposes that can grow in the climate and soil conditions found above the escarpment.

It is clear from planning staff’s review of the current zoning by-law regulations that the site specific regulations that were placed on these lands (3651 Sixteen Road) were very unique and restrictive. The regulations were written in such a manner that the owner cannot comply with them at all times and they do not apply broadly across the Township. Staff propose to correct this.

In addition, proactive planning for potential new agricultural uses such as breweries, distilleries, and special occasion uses are proposed as part of this planning process as well. It is understood that some types of grapes for wine purposes can be grown in

West Lincoln and used in the winery industry; and that some of the ingredients for breweries and distilleries can also be grown locally. Staff is prepared to support efforts and trials to start these types of niche uses.

### **CURRENT SITUATION:**

Mapping is available from the Region (see attachment 4) that shows where the soil and climate conditions may make grape growing and winery facilities possible in West Lincoln. Therefore, as a result of this and the fact that the existing winery regulations are only site specific and leave no room for expansion, staff propose to initiate a Township wide amendment to insert winery, brewery, distillery, and special occasion policies into the Township of West Lincoln's Official Plan (OP) and new regulations for each use into the Township of West Lincoln's Comprehensive Zoning By-law.

Staff proactively propose this initiative to add brewery, distillery and special occasion policies to the Township of West Lincoln Official Plan and Zoning By-law since inquiries of this nature have recently been received by staff. Since such processing uses would normally be considered accessory to the growing of an agricultural crop, the clarity will avoid site specific planning applications in the future.

A draft of the proposed policies and regulations was presented in previous staff reports PD-054-19 and PD-183-19. These have now been reviewed by agencies and are recommended for approval, with a few minor notifications.

Provincial policy is very supportive of strong and broad agricultural policies to provide opportunity for a broad range and spectrum of agricultural uses and supportive industry as follows:

- **Provincial Policy Statement:**

The PPS requires municipalities to protect prime agricultural areas for long-term agricultural use. To also address agricultural viability, a more integrated approach extending beyond land use planning is required. The Province has been committed to provide a permanent, secure and economically viable agricultural industry not only as a producer of food, but as an important component of the economic base, a source of employment, and the basis of the rural community and rural way of life. The Province has recently implemented an Agricultural system approach with desired outcomes being:

- Active planning for agriculture and rural economic development based on reliable mapping, data and tools.
- Improved viability of agriculture and growth of the agri-food sector.
- Better protection of the agricultural land base.
- Increased land use planning consistency and certainty across municipalities.
- Reinforcement of the synergies between agricultural, natural heritage and water systems, as outlined in provincial policy.
- Collaboration between the Province, municipalities, farmers and businesses with a common interest in a strong agri-food sector.

- **A Place to Grow – Provincial Growth Plan:**

The Growth Plan has recently been updated since this review was completed. The agricultural policy is relatively unchanged and continues to address growth management, and both the Growth Plan and the Greenbelt Plan contain policies to protect the Agricultural System and the Natural Heritage System. The two plans have similar policies that relate to agriculture and the Agricultural System by:

- Specifying that the Province will identify an Agricultural System for the GGH that includes a continuous land base comprised of prime agricultural areas, including specialty crop areas, and rural lands, as well as a complementary agri-food network that supports long-term agricultural production and the economic viability of the agri-food sector.
- Requiring municipalities to designate prime agricultural areas, including specialty crop areas, in accordance with mapping and implementation procedures issued by the Province, and protect these areas for long-term use for agriculture.
- Requiring municipalities to maintain and enhance the functional and economic connections to the agri-food network. Unlike prime agricultural areas, the agri-food network is not a land use designation.
- Requiring that upper-tier and single-tier municipalities, as part of their municipal comprehensive review, undertake an agricultural impact assessment (AIA) when determining the location of a settlement area boundary expansion. To conduct an AIA, guidance issued by the Province should be used. Impacts to the entire Agricultural System must be assessed and adverse impacts avoided, and where avoidance is not possible, minimized and mitigated as determined through an AIA.
- Requiring AIAs or equivalent analysis as part of an environmental assessment for infrastructure projects (e.g. planned corridors) that cross prime agricultural areas to avoid or, if avoidance is not possible, minimize and mitigate impacts to the extent feasible.
- Requiring applications for new mineral aggregate operations within prime agricultural areas to be supported by an AIA and, where possible, to maintain or improve connectivity of the Agricultural System.
- Suggesting that AIAs be required for other types of non-agricultural uses that are proposed on rural lands.
- Requiring that land use compatibility be achieved, in particular in areas where agricultural uses and non-agricultural uses interface.
- Permitting a variety of uses in prime agricultural areas (agricultural, agriculture-related and on-farm diversified uses), aligned with the PPS and the Guidelines on Permitted Uses in Prime Agricultural Areas (OMAFRA, 2016).
- Requiring municipalities to implement strategies to support and enhance the Agricultural System when undertaking integrated planning for growth management, including goods movement and transportation planning.
- Encouraging municipalities to support the long-term economic prosperity and viability of the agri-food sector, for example, through:

- local food initiatives (e.g. food hubs)
- integration of agricultural economic development, infrastructure, goods movement and freight considerations with land use planning
- preparing regional agri-food and economic development strategies
- engaging with local farmers and agri-food experts (e.g. through agricultural advisory committees and liaison officers) and
- providing outreach and education opportunities.
- **Township of West Lincoln Official Plan:**
  - Staff propose to be proactive and improve our existing policy now, such that when any new uses come forward, they can be supported without an extensive public meeting process each time such a proposal is brought forth. Township staff understand that there may not be many proposals, but mapping suggests that opportunities do exist and therefore staff propose to be proactive to assist with any possibility for new agricultural developments.

A draft of this policy set was originally provided in previous staff reports. Further, the policy and regulations were made available at the public meeting held in November of 2019, at which time limited public input was received. Since that time, staff have had ongoing consultation with the Regional Planning staff who have generally agreed with our approach and wanted to assist with minor adjustments. Some minor revisions have therefore been incorporated.

#### **FINANCIAL IMPLICATIONS:**

The policy and regulation amendment process has been prepared and presented for approval by Township staff using the current Township Planning Operating Budget and staff resources.

#### **INTER-DEPARTMENTAL COMMENTS:**

This report has been reviewed and discussed with Regional Planning staff and the Township of West Lincoln Chief Administrative Officer (CAO). Staff have also reached out to staff at Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), Brock University and Niagara College as this is an area of specialization for each of the facilities. A recent news release on the Province's support for these industry sectors is in keeping with the intent of this report.

A notice of public meeting was published in the local newspaper on October 10<sup>th</sup>, 2019. This notice can be found at attachment 5 to this report. Initial public and agency input was received in response to this planning process.

A few minor revisions/clarifications were requested by Region of Niagara Planning staff in late March of 2020, and the OPA and Zoning By-law have both been adjusted accordingly. Further, comments contained in the September 2, 2020 letter from the Region (attachment 6) have been addressed and the OPA and ZBA have been adjusted accordingly.

These concerns have been addressed, the policy, as attached, reflects their concerns and as a result, Regional Council approval of the Official Plan Amendment No. 55 document is not required.


**CONCLUSION:**

Staff recommend that an Official Plan Amendment No. 55 be adopted and that the appeal period commence. Further, staff recommend that the attached zoning by-law amendment be approved, which provides new zoning regulations as well as a site specific zoning change for 3651 Sixteen Road.

**ATTACHMENT**

1. Location Map of Domaine Queylus Winery
2. Existing Site Specific Zoning Regulations for Domaine Queylus Winery (A-97)
3. Draft Official Plan Amendment (OPA No 55) and Zoning By-law Amendment
4. Map of possible winery and grape growing opportunities
5. Notice of Public Meeting
6. Regional Correspondence

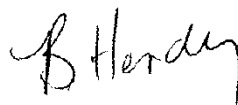
**Prepared & Submitted by:**



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**Brian Treble, RPP, MCIP**  
**Director of Planning and Building**

**Approved by:**



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**Beverly Hendry, CAO**

2529

N



Moote Road

2467

3723

3651

3625

3581

Sixteen Road

2287

3694

3590

2235

## Location Map

3651 Sixteen Road

**West Lincoln**  
Your Future Naturally

### Legend

 Subject Lands

0 62.5 125 250 Meters

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
				lands registered on title to the property.
95	C4	RuR	As per the parent <i>zone</i> .	As per the parent <i>zone</i> , except: Minimum <i>front yard</i> : 13m Minimum Distance Separation (MDS) requirements: MDS I to barn to the south west: 180m for <i>existing dwelling</i> .
96		OSR	As per the parent <i>zone</i> .	As per the parent <i>zone</i> , except: Minimum Distance Separation (MDS) requirements: The lands zoned OSR-96 shall be considered as vacant agricultural land for the purposes of calculating MDS; The MDS requirements of this by-law shall not be applied to prevent any <i>existing buildings or structures</i> that are <i>used</i> for <i>existing</i> livestock operations in proximity to the lands zoned OSR-96 to be modified, rebuilt or reconstructed if damaged, demolished or completely or partially destroyed, regardless of the cause. Minimum setbacks to <i>existing dwelling</i> at 2598 South Grimsby Road: <i>Buildings, structures</i> and recreational fields: 244m <i>Parking areas</i> : 183m Lighting structures: 305m. Minimum setback abutting a <i>lot line</i> of a <i>lot</i> containing an <i>existing residential use</i> : 23m for all public walkways and bicycle paths. A berm having a minimum <i>height</i> of 1.5m and a vegetation buffer having a minimum width of 1.5m shall be provided along the <i>lot line</i> abutting South Grimsby Road 6 except for permitted <i>driveways</i> .
97	C10	A	As per the parent <i>zone</i> , plus: A <i>home occupation</i> , including a winery that processes grapes grown on the <i>lot</i> and may also include locally grown grapes, and a <i>retail store</i> for the sale of wine.	As per the parent <i>zone</i> , except: Maximum <i>gross floor area</i> for <i>home occupation</i> : 60m <sup>2</sup> within the <i>existing dwelling</i> ; Minimum area of the <i>lot</i> to be planted and used for vineyard

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
				production: 70% of lot area; One (1) sign advertising the winery and retail store on the lot shall be permitted up to a maximum area of 2.5m <sup>2</sup> per side.
98	B1 C1 C2	RuR	As per the parent zone.	As per the parent zone, except: Minimum lot area: 0.87ha Minimum Distance Separation (MDS) requirements: MDS I to barn to the north: 160m for existing dwelling.
99	B4 C5	APO	As per the parent zone.	As per the parent zone, except: The lot frontage shall be deemed to be the lot line abutting South Grimsby Road 8.
100	S9	C3	Limited to: Storage of recreational vehicles and trailers for sale and rental purposes, excluding seasonal storage, a storage/shop/garage building and an existing dwelling which may be used as a recreational vehicle and trailer sales office but shall not be permitted to be occupied for residential use, all on the existing private services, provided that a new septic system shall not be permitted on the vacant lot at 304 St. Catharine Street. When municipal water and municipal sewer services become available to service the lots, the permitted uses shall also include those of the parent zone subject the required service connections which shall be made at the cost of the property owner(s).	As per the parent zone, except: Minimum front yard: Existing dwelling: 0m Commercial building: 13m Minimum interior side yard: 30m for commercial building abutting a residential zone; 0m along the common lot line of two adjoining lots in same parent zone.
101	S9	EP	As per the parent zone, plus: Storage of recreational vehicles and trailers only for the purposes of storage, not for active sale, retail display or seasonal storage, in a manner that shall not cause surface or groundwater contamination and/or contamination of Twenty Mile Creek, and provided the flood depths under a Regulatory Flood event do not exceed 0.3m.	As per the parent zone, except: The storage area for recreational vehicles and trailers shall be located on land that is between elevation 182.42m and 182.72m.
102	S9	C3	Limited to: Existing dwelling, provided that, when municipal water and	As per the parent zone, except: The existing dwelling shall not exceed a total habitable area of

**AMENDMENT NUMBER 55  
TO THE  
OFFICIAL PLAN  
OF THE  
TOWNSHIP OF WEST LINCOLN**

DRAFT

**AMENDMENT NUMBER 55**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

**PART 1 – THE PREAMBLE**

**1.1    TITLE**

This Amendment when adopted by Council shall be known as Amendment Number 55 to the Official Plan of the Township of West Lincoln.

**1.2    COMPONENTS**

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

**1.3    PURPOSE**

The purpose of this Amendment is to establish policies that permit wineries, breweries, distilleries and special occasion events in the agricultural area of the Township of West Lincoln.

**1.4    BASIS OF THE AMENDMENT**

The Township of West Lincoln is proposing to amend the Official Plan to delete and replace the Agricultural Value Added and on farm diversified uses in the agricultural designation with a new policy set that also permits wineries, breweries, distilleries and special occasion events in the agricultural designations of the Township of West Lincoln.

## **PART 2 – THE AMENDMENT**

### **2.1 PREAMBLE**

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text changes constitutes Amendment No. 55 to the Official Plan of the Township of West Lincoln.

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

**2.2.1** The text of the Township of West Lincoln Official Plan is hereby amended by deleting section 4.6 from the consolidated Township of West Lincoln Official Plan and replacing with the following:

#### **4.6 Agriculture-Related Uses and On-farm Diversified Uses**

Allowing a range of appropriate on-farm agriculture-related uses and on-farm diversified uses contributes to economically sustainable agriculture in the Township, strengthens the *agricultural system*, facilitates broader access to local food and beverages, agricultural products and VQA wines, preserves the agricultural land base, and maintains the scenic quality of the agricultural landscape.

*Agriculture-related uses* and *On-farm diversified uses* may be permitted in accordance with the policies in this Plan and specifically in accordance with the following:

- a) The location of the facility or use imposes no operating constraints and results in no reduction of the efficiency of any existing farm.
- a) An adequate and potable water supply is available.
- c) Soils are suitable or made suitable to support an individual waste disposal system subject to the approval of the authority having jurisdiction.
- d) Adequate drainage and outlets are available for stormwater run-off. Approval of drainage provisions may be required from the appropriate agency.
- e) Adequate entrances and exits to roads are located to minimize travel hazards. Ribbon development along roadways is discouraged.
- f) Adequate off-street loading, parking spaces and access points will be provided.

- g) Access points will be clearly defined by pavement breaks, landscaping, curbing or other acceptable means.
- h) Outside storage may be limited.
- i) The municipality may impose appropriate controls through available legislation to ensure that the hours of operation of a use do not conflict with adjacent land uses.
- j) The lands will be appropriately zoned and, where necessary, a development agreement will be required.
- k) *Development* on treed areas, steep slopes, ravines, watercourses and any other natural or cultural heritage resource will be avoided.
- l) *Development* may be subject to site plan control.

*Agriculture-related uses* and *on-farm diversified uses* involving development over 500 square metres shall be subject to a zoning by-law amendment. In reviewing a zoning by-law amendment application, the following additional considerations shall be addressed:

- a) Whether the use is more appropriately located in a nearby settlement area;
- b) Whether the use is required on or in close proximity to the agricultural operation to support and complement the agricultural activity;
- c) Whether the use is compatible with the existing farming operation and/or surrounding farming operations; and
- d) Whether the use complies with all other applicable provisions of this Plan and the Regional Official Plan.

Lot creation to accommodate agriculture-related or on-farm diversified uses is not permitted.

#### **4.6.1. Agriculture-related uses**

*Agriculture-related uses* must be small scale, relate directly to and be required in close proximity to the farm operation.

To sustain a market and allow for efficient operation of *agriculture-related uses*, products processed and/or sold by these businesses

may be obtained from surrounding local farm operations or from further away provided the majority of product is from farm operations in the area. To assess whether a proposed agriculture- related use meets the test of providing direct products and/or services to farm operations as a primary activity, the Township may require evidence demonstrating that the use will service the local agricultural industry as the sole or main business activity.

Roadside stands and “pick your own” facilities are limited to distribution of product produced from the farm operation, with parking areas and structures limited in area.

#### **4.6.2. On-farm Diversified Uses**

*On-farm diversified* uses which include *agri-tourism uses*, home industries and home occupations, must be secondary to the principal agricultural use on a property, limited in area and complement and contribute to the sustainability and viability of the farming operation.

#### **4.6.3. Agri-tourism uses**

*Agri-tourism uses* are *on-farm tourism uses* that promote the enjoyment, education or activities related to the farm operation and are permitted subject to the following:

- a) Small scale *agri-tourism uses* that are directly related to agriculture will be permitted as-of-right in the implementing zoning by-law.
- b) *Agri-tourism uses* indirectly related to agriculture that benefit from a farm location may be permitted but will require an amendment to the zoning by-law. These types of *agri-tourism uses* will be considered based on the following criteria:
  - i. the scale of the operation is limited and appropriate to the site and surrounding farming operations;
  - ii. the use has no or minimal impact on, does not interfere with and is compatible with surrounding *agricultural uses*;
  - iii. the use does not generate potentially conflicting off-site impacts including impacts related to *infrastructure* or transportation;
  - iv. the use is limited to low water and low effluent-producing uses, and the site is capable of accommodating the use on private water and private sewage treatment systems and will

not generate the need for additional public *infrastructure*;

- v. for *special events*, the use represents an occasional activity and is not a regularly recurring activity;
- vi. the timing and duration of such uses do not hinder the agricultural operation on the site or on surrounding lands;
- vii. the use does not require *significant* improvements to utilities or *infrastructure* such as roads or hydro services;
- viii. the use complies with all of policies of this Plan and the Regional Official Plan; and
- ix. the proposed use or *site alteration* and/or development will not negatively impact *cultural heritage* resources.

#### **4.6.4. Wineries, Breweries and Distilleries**

Estate wineries, farm wineries, micro-breweries and micro-distilleries may be permitted as an on-farm diversified use, an agriculture related use or a blend of the two, subject to the applicable provisions in this Plan and the following specific provisions.

##### **4.6.4.1 Estate Wineries**

All estate wineries will be subject to a site specific zoning by-law amendment.

The minimum acreage for an *estate winery* will be established in the implementing zoning by-law and will generally be a contiguous parcel of at least eight (8) hectares, with the majority of land being in full vineyard production. This acreage is required to provide a rural setting for the winery, land for the ponding of waste water and associated vineyards. Any existing estate wineries having less than eight (8) hectares in lot area will be recognized in the zoning by-law provided they comply with all other provisions of this plan.

Proposals for properties less than eight (8) hectares will only be considered where it is demonstrated through the preparation of a planning justification report that the proponent can comply with all other policies of this Plan and that the rural character of the property as a vineyard is retained.

The production of wine from an estate winery is subject to the following criteria:

- a) all wines produced will be made from predominately locally grown fruit;
- b) all wines produced are to be made from predominately locally grown fruit crushed and fermented on site; and
- c) an *estate winery* will have the capability to bottle of all the wine produced on site; and,
- d) an approved site plan.

The following uses may be permitted as ancillary to an *estate winery*, provided that the amount of floor space will be limited in the zoning by-law, so such uses are only accessory to and complement the *estate winery*, do not detract from the main use of the land, or adversely impact other uses permitted in the agricultural area:

- i) retail sale of wine;
- ii) hospitality room/area where food and wine is prepared and served;
- iii) the sale of products in an agricultural market; or
- iv) overnight accommodations, such as bed and breakfast.

Estate wineries will be required to locate with direct or convenient access to an improved roadway with sufficient capacity to accommodate the anticipated traffic.

On-site vineyards are an important aspect of the image of an *estate winery* and encourage the use of local fruit in the production of wine. As such, land not intended for building or on-site services will be planted in vineyards. Vineyard planting may be a condition of the amending by-law to be completed prior to the issuance of a building permit.

Where *outdoor events* are permitted as part of an *estate winery* operation, the Township will be provided with a list of the *outdoor events* prior to the event taking place. *Outdoor special events* at an *estate winery* property which require approval from the Township will count towards the maximum number of *outdoor events* permitted on the property.

#### **4.6.4.2. Farm Wineries**

Farm wineries will be permitted in the implementing zoning by-law as part of a farm operation. The minimum acreage required for a *farm*

*winery* will be specified in the implementing zoning by-law.

The production of wine from a *farm winery* will be subject to the following criteria:

- a) the zoning by-law shall specify the detailed criteria, but shall include minimum on site plantings and processing prior to retail sales; and,
- b) retail floor space shall be limited in the zoning by-law to not be more than 18.5 m<sup>2</sup> with gross floor area of the facility not exceeding 500m<sup>2</sup>; and,
- c) an approved site plan.

The retail sale of wine produced on site will be permitted. The amount of floor space will be limited in the implementing zoning by-law so as not to detract from the main use of the land and not adversely affect other uses permitted in the agricultural area.

To extend the operating season of wineries, allow the efficient operation of processing facilities and contribute to the ongoing viability of the farm some product may be obtained from surrounding local farm operations or from other parts of Ontario provided the majority of product is from the farm or from surrounding local operations. Such facilities may require a site specific zoning by-law amendment prior to expanding the operation to include product from other parts of Ontario.

#### **4.6.4.3 Micro-Breweries & Micro-Distilleries**

Micro-breweries and micro-distilleries may be permitted within the Good General Agricultural designation as an on farm diversified use. Micro-breweries and micro-distilleries up to 500m<sup>2</sup> in size will be subject to the applicable farm winery policies and micro-breweries and micro-distilleries over 500m<sup>2</sup> will be subject to the estate winery policies, with the exception that the crops required on site shall be considered as agricultural uses.

#### **4.6.5. Adaptive Re-use**

Adaptive re-use of surplus farm facilities on existing farms for *agriculture-related, on-farm diversified uses or agri-tourism* uses will be encouraged to conserve cultural *Built Heritage Resources* and cultural heritage landscapes that would otherwise disappear as a result of no longer being required for farm purposes.

#### 4.6.6. Special Occasion Facilities

Special events may be permitted within the Good General Agricultural designation as an on farm diversified use. Special events up to 500m<sup>2</sup> in size will be subject to the applicable farm winery policies and special events over 500m<sup>2</sup> will be subject to the estate winery policies, with the exception that the crops required on site shall be considered as agricultural purposes. All special occasion facilities shall require a rezoning and will be subject to site plan control.

**2.2.2.** The text of the Township of West Lincoln Official Plan is hereby amended by adding the following definitions to Section 19 of the Township of West Lincoln Official Plan and by amending the order of existing terms such that alphabetical order of the definitions is achieved upon consolidation.

- **Estate Winery:** A lot on which buildings and structures are used for the making of wines produced predominately from locally grown fruits.
- **Event, Outdoor:** an event held in the open air for profit or non-profit; but does not include a *special event* and shall not include garage sales, yard sales, flea markets or other occasional uses.
- **Event, Special:** an event that may occupy all or part of a privately owned property or Township owned property and may include a parade, festival, filming, running event, procession or any other activity that includes one or more of the following:
  - a) Street closures
  - b) Fireworks or pyrotechnics
  - c) Live entertainment
  - d) Temporary structures or tents
  - e) Service of food or alcohol
  - f) Large volumes of vehicular or pedestrian traffic
  - g) Parking demand in excess of on-site capacity
  - h) Service of food including mobile food trucks

A *special event* shall not include garage sales, yard sales, flea markets or other occasional uses.

- **Farm Winery:** a farm on which buildings and structures are used for the making of wines from fruit grown mainly on-site as outlined in the zoning by-law, and which are secondary uses to the farming operation.

## 2.3 LOCATION MAP

Amendment No. 55 is a policy plan amendment which affects all agricultural designated lands with the Township of West Lincoln.

## 2.4 **IMPLEMENTATION**

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval. This amendment will be implemented through notification of the Regional Clerk's department of decision to approve. If no appeals are received within the appeal period, the amendment will be in full force and effect.

DRAFT

**AMENDMENT NUMBER 55**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWNSHIP OF WEST LINCOLN**  
**AS AMENDED**

Official Plan Amendment Number 55 was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2020-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, amendments made thereto on the XX day of XX, 2020

\_\_\_\_\_  
Joanne Scime, Clerk

\_\_\_\_\_  
Mayor Dave Bylsma

I, Joanne Scime, the Clerk of the Corporation of the Township of West Lincoln, hereby certify that the requirements for the giving of Notice, and the holding of at least one Public Meeting as set out in Section 17(22) of the Planning Act, R.S.O. 1990 have been complied with for Official Plan Amendment Number 55.

---

Joanne Scime, Clerk

DRAFT

**THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN**  
**BY-LAW NO. 2020- XX**

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

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

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

1. THAT Schedule 'A' Map 'C10' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Concession 6, Part of Lot 3, Part 1 on 30R-7794, in the Township of West Lincoln, known municipally as 3651 Sixteen Road, shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. THAT Map 'C10' to Schedule 'A' to Zoning By-law No. 2017- 70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law by further amending the Agricultural site specific 97 zone 'A-97.'
3. THAT Part 5 of Zoning By-law 2017-70, as amended, is hereby amended by amending site specific 97 as follows in Part 13.2:

A-97

**Permitted Uses:**

As per the parent zone, plus:

A home occupation, including a winery that processes grapes grown locally, and a retail store for the sale and tasting of wine.

**Regulations:**

As per the parent zone, except:

Maximum gross floor area for home occupation: 60m<sup>2</sup> within the existing dwelling, along with an accessory patio; and,

Minimum area of the lot to be planted and used for vineyard production: 2 hectares or less if authorized by AGCO

4. THAT, Part 2 of the Zoning By-law 2017-70, as amended, is hereby amended by adding the following definitions:

**AGRICULTURAL MARKET** means a secondary use to an agricultural operation that includes a building used for the retail sale of fresh fruit and vegetables, processed fruit and vegetables, including frozen fruits, nuts, honey, maple syrup products, flowers, plants and bedding plants that are products grown locally and from the property. The retail sale of dairy products, hand crafted products and baked goods baked on the premises are permitted provided the same are secondary to the products described above. The sale of clothing, meat, frozen foods other than frozen fruit, paper products, coffee, house wares, breakfast cereals, tobacco products, magazines, newspapers, soap, detergents, pharmaceutical products, lottery tickets, furniture and home furnishings is prohibited.

**HOSPITALITY ROOM** means part or all of a building where wine and food may be served, but does not include the use of commercial cooking equipment on site in the preparation of food.

**WINERY, ESTATE** means a use on an agricultural operation on which buildings and structures are used for the making of wine produced from locally grown fruits.

**WINERY, FARM** means a farm on which buildings and structures are used for the making of wines from fruit grown mainly on site.

5. THAT, Part 3 of the Zoning By-law 217-70, as amended, is hereby amended by adding

the following Section as 3.5 and changing the following existing section numbers accordingly:

3.5 ESTATE WINERY

In addition to the uses permitted in an A (Agricultural) or an AR (Agricultural Related) or RuR (Rural Residential) zone, Estate Wineries may be permitted subject to a site specific zoning by-law amendment and the following guidelines:

- (a) The minimum acreage for an Estate Winery shall be established in the site specific amendment to the Zoning By-law and shall generally be a contiguous lot of at least 8 hectares (20 acres), with the majority of the land being in full vineyard production. This acreage is required to provide a rural setting for the winery, land for the ponding of waste water and associated vineyards. Proposals for lesser acreage will be considered where it is demonstrated that the proponent can comply with the other guidelines and that the reduced area will not jeopardize the rural image of an Estate Winery.
- (b) Gross floor area maximum shall not exceed 500m<sup>2</sup> with not more than 200m<sup>2</sup> of that area being retail and hospitality area and not exceeding a total lot coverage of all buildings and structures of 15%;
- (c) Off-street parking for an Estate Winery shall be provided at the rate of one (1) parking space per employee and shall be depicted on an approved site plan;
- (d) Minimum lot frontage shall be 45 metres;
- (e) Minimum building setback from all property lines shall be 15 metres;
- (f) Maximum building height is 11 metres;
- (g) Breweries and distilleries shall be subject to these same provisions and considered by rezoning.

3.5.1 SECONDARY USES

The following secondary uses may be permitted in a site specific zoning by-law for an Estate Winery:

- (a) The retail sale of wine.
- (b) A *hospitality room* as defined in the Zoning By-law.
- (c) An *Agricultural market* as defined in the Zoning By-law.
- (d) Permission for special events as defined in the Zoning By-law.
- (e) The maximum total floor area for all secondary uses shall generally be limited to 400 square metres with each individual secondary uses not exceeding 140 square metres.
- (f) The off-street parking requirement for all secondary uses shall be one (1) parking space for every 18.5 square metres of floor area devoted to the secondary use.

6. THAT Part 5 of Zoning By-law 2017-70, as amended, is hereby amended by adding the following to Table 11:

Uses	Zones where Permitted		
<b>Principal Uses</b>			
Farm Winery <sup>(4)(5)(6)</sup>	A		AR

<sup>(4)</sup> All wines produced shall be from fruit grown predominately on the same lot as the farm winery, with a minimum lot area of 3.2 hectares;

<sup>(5)</sup> The retail sale of wine shall be permitted subject to normal licensing requirements. The maximum floor area shall not exceed 200m<sup>2</sup> and the area devoted to the sale of

wine shall be not more than 18.5m<sup>2</sup> provided it does not conflict with any minimum requirement for licensing.

<sup>(6)</sup> Subject to site plan control.

7. THAT Part 6 of Zoning By-law 2017-70, as amended, is hereby amended by adding the following to Table 13:

Uses	Zones where Permitted									
<b>Principal Uses</b>										
Farm Winery <sup>(4)(5)(6)</sup>	RuR									

<sup>(4)</sup> All wines produced shall be from fruit grown predominately on the same lot as the farm winery, with a minimum lot area of 3.2 hectares;.

<sup>(5)</sup> The retail sale of wine shall be permitted subject to normal licensing requirements. The maximum floor area shall not exceed 200m<sup>2</sup> and the area devoted to the sale of wine shall be not more than 18.5m<sup>2</sup> provided it does not conflict with any minimum requirement for licensing.

<sup>(6)</sup> Subject to site plan control.

8. THAT all other provisions of By-law 2017-70 continue to apply.
9. AND THAT this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
28<sup>th</sup> DAY OF SEPTEMBER, 2020.**

\_\_\_\_\_  
**MAYOR DAVE BYLSMA**

\_\_\_\_\_  
**JOANNE SCIME, CLERK**

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2020-XX**

### **Location:**

This By-law involves all lands zoned Rural Residential, Agricultural and Agricultural Related. This By-law also specifically involves a parcel of land legally known as Concession 6, Part of Lot 3, Part 1 on 30R-7794, in the Township of West Lincoln, Regional Municipality of Niagara, municipally known as 3651 Sixteen Road.

### **Purpose & Effect:**

To provide the Township of West Lincoln with clear policies for estate and farm wineries and to amend the site specific provision 97 for 3651 Sixteen Road to allow for a retail store for the sale of locally grown grapes.

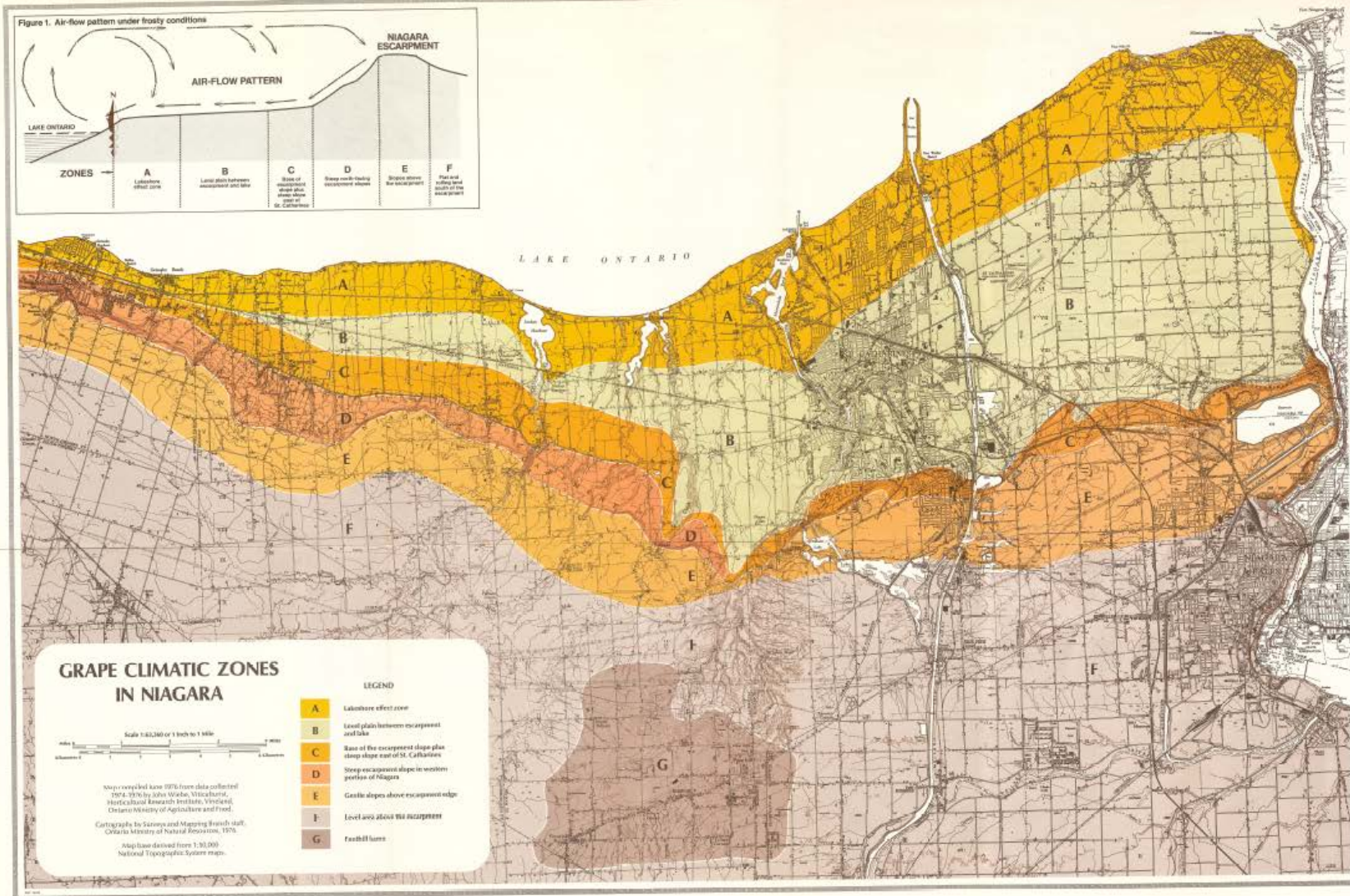
### **Public Consultation:**

The Public Meeting was held on November 11<sup>th</sup>, 2019. The Township received verbal and written comments from 1 property owner/business operator regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: 1601-015-19

Applicants: Township of West Lincoln

DRAFT



## Site Selection for Grapes in the Niagara Peninsula

J. Wiebe and E. T. Andersen  
Horticultural Research  
Institute of Ontario  
Vineland Station, Ontario

[illegible]

have produced a number of new hybrid cultivars with vitifolia-like characteristics.

For the production of mass-produced and vitifolia-like grapes, it is necessary to select favorable sites as well as to use the best cultural and protective practices (Korovin, 1986). The most important factors are the differences due to site, closeness to the lake, slope of land or air-flow direction. The differences in the growth of air-flow direction are different in the broad, generally with site area which can be significant.

On the basis of the results of the experiments on the climate of the Niagara frontlands, the late abscises and stores and amounts of heat which it releases, whereas the surrounding areas are characterized by the high humidity and high temperature fluctuations by absorbing excess heat and warming cold air. This moderating influence is important for the viticulture of the Niagara area. The differences in the climatic features of the Niagara area have an effect on climate and interact with the effects of the lake. The pattern of airflow is characterized by the influence of the lake, which is the drainage is rapid. Flat areas or depressions tend to accumulate cold air and become "frost pockets".

On the basis of the results of the experiments and the air-flow patterns that occur on a cold, clear night when the

[illegible][illegible]

originally constructed at the base of the escarpment or what was once the beach of a glacial lake. From this slope, the water flows down to the south, where it enters the main water. It has good surface drainage but is not so steep that machine operation is difficult or erosion serious. This zone drains the entire drainage of the escarpment.

On cold, calm nights there is enough slope to cause cold air to drain northwards. This reduces the cold impact on the snow cover. The cold air is trapped in the zone and flows down into zone 4, or, in part, in zone 3, and is not trapped by barriers, such as raised mounds of snow. This zone leads to zone 4, which is the cold zone of St. Catharines has been indicated in this section. The gently sloping zone 3 is very warm, and with greater protection from the wind zone 3 is the warmest. This slope is less favored than zone 3, west of St. Catharines.

**Zone D - Steep north-facing escarpment slopes.** Portions of the escarpment are too steep to be considered as preferred sites for windbreaks. The steep slopes are those with a 4 to 10% slope; should be seen as prime sites for the production of cold-tolerant cultures.

On calm, cold nights in winter or spring, air drainage

The most located part of the encampment ridge is within 10 to 15 miles (1.6 to 2.4 km) from the lake. The cold air drainage is effective while the summer temperatures are warmer than in the A zone, closer to the lake. High winds from the southerly direction from the headlands 3 and 5 are recommended for this zone.

In the summer periods of May, the steep slopes are covered by a further 10 to 15 miles (1.6 to 2.4 km) as strong air-flow pattern as the northern slopes. For this reason, this area has been included in the C zone. Can be located in the C zone (see Table 100F10).

Shoring land is difficult to cultivate and is subject to erosion. Only the upper part of the ridge is suitable for planting. Any made it economically feasible to plant much of this area.

**Zone E – Slopes above the encampment.** Slopes of the main encampment rise a ridge which varies in height, with windward slopes being higher. The ridge is a series of small to medium sized ridges with many irregularities. Much of the south

**Zone 1a** – Flat and/or rolling lowlands of the environment. These areas are the most productive for grape production as far as 30 miles (50 km) from the lake. Local microclimate is most important, and even these areas with good slopes are not immune to cold winds. The most productive vineyard is one that is on gentle slopes with a slope of at least 2%. In this zone, the steepest slopes are desirable. Only the grapes from Zone 1a are generally recommended for the best uses within this zone. Cultivars from fruitless group 2 may be suitable.

**Zone 2** – Foothill region. The large gravel and sand foothills are the most difficult to break production. They are the least successful grape production, it is necessary to use cold-hardy cultivars from group 1.

CLIMATE – ZONE INTERACTIONS

The datasets American and some hybrid grapes will grow in all seven zones. The most tender and highest priced cultivars will grow best in zones A and D, and possibly C. By selecting sites to accommodate cold-tender grapes and planting more hardy ones in less favored zones, satisfaction should be considerable. To meet the needs of the industry for some years. Particularly in zone D, special equipment and cultural practices may be necessary. On fairly steep slopes, treecults with a wide crown and wide-spreading roots will provide good spectator sails. Carefully built and maintained graded drainage ditches and waterways will carry excess water down without serious erosion. In all cases it will be important to develop and maintain good soil water drainage in the spring.

The zones described do not have sharp borders nor are all parts of a zone equal. In most places there is a gradual change of slope as well as distance from the lake. Kierins, tall grass or bushes, bushes, water and other features and other physiographic features modify effects within

## WINTER HARDINESS RATINGS OF CULTIVARS

The ability of vines to tolerate winter cold is influenced by nutrition, amount of frost in the previous season and general vine health. Within a group of cultivars there are gradations of hardiness. Seasonal differences also occur. The cultivars which follow have been rated for winter hardiness and are divided as follows:

- Group 1—Hardy, do not suffer winter injury even away from the lake. Suitable in all zones.
- Group 2—Normally do not suffer winter injury in the traditional grape area. Suitable in zones A through E.
- Group 3—Suffer winter injury in cold winters even on good grape sites. Suitable in zones A, C, D and E.
- Group 4—Frequently show winter injury. Suitable in zones A, C and D.
- Group 5—Some injury in most winters even on good sites. Suitable in zones A and D.

Culture	Type	1989 Genre	wordfreq/1 C	U
Algerians	Arabic	2	5	9
Akan	Akan	3	5	9
Arabs	Arabic	3	5	9
Catalan Catalan	N. Spanish	2	5	9
Chinese	Chinese	2	5	9
Croatian	Croatian	2	5	9
Czech	Czech	2	5	9
Dutch	Dutch	2	5	9
English	English	2	5	9
French	French	2	5	9
German	German	2	5	9
Hebrew	Hebrew	2	5	9
Hungarian	Hungarian	2	5	9
Indonesian	Indonesian	2	5	9
Italian	Italian	2	5	9
Japanese	Japanese	2	5	9
Korean	Korean	2	5	9
Latvian	Latvian	2	5	9
Malay	Malay	2	5	9
Malayalam	Malayalam	2	5	9
Marathi	Marathi	2	5	9
Polish	Polish	2	5	9
Portuguese	Portuguese	2	5	9
Romanian	Romanian	2	5	9
Russian	Russian	2	5	9
Sanskrit	Sanskrit	2	5	9
Spanish	Spanish	2	5	9
Swedish	Swedish	2	5	9
Tamil	Tamil	2	5	9
Thai	Thai	2	5	9
Ukrainian	Ukrainian	2	5	9
Urdu	Urdu	2	5	9
Vietnamese	Vietnamese	2	5	9
Yiddish	Yiddish	2	5	9
Zulu	Zulu	2	5	9
Albanian	Albanian	2	5	9
Armenian	Armenian	2	5	9
Bosnian	Bosnian	2	5	9
Bulgarian	Bulgarian	2	5	9
Catalan	Catalan	2	5	9
Chinese	Chinese	2	5	9
Croatian	Croatian	2	5	9
Czech	Czech	2	5	9
Dutch	Dutch	2	5	9
English	English	2	5	9
French	French	2	5	9
German	German	2	5	9
Hebrew	Hebrew	2	5	9
Hungarian	Hungarian	2	5	9
Indonesian	Indonesian	2	5	9
Italian	Italian	2	5	9
Japanese	Japanese	2	5	9
Korean	Korean	2	5	9
Latvian	Latvian	2	5	9
Malay	Malay	2	5	9
Malayalam	Malayalam	2	5	9
Marathi	Marathi	2	5	9
Polish	Polish	2	5	9
Portuguese	Portuguese	2	5	9
Romanian	Romanian	2	5	9
Russian	Russian	2	5	9
Sanskrit	Sanskrit	2	5	9
Spanish	Spanish	2	5	9
Swedish	Swedish	2	5	9
Tamil	Tamil	2	5	9
Thai	Thai	2	5	9
Ukrainian	Ukrainian	2	5	9
Urdu	Urdu	2	5	9
Vietnamese	Vietnamese	2	5	9
Yiddish	Yiddish	2	5	9
Zulu	Zulu	2	5	9

#### ACKNOWLEDGMENTS

Mr. P. Ralph, Ontario Ministry of Natural Resources, Toronto;  
Dr. E. Mukammel, Environment Canada, Downsview, Ont.  
The Canada Centre for Remote Sensing in Ottawa provided  
aerial photography and thermal infrared imagery.

## NOTICE OF PUBLIC MEETING AND OPEN HOUSE FOR PLANNING MATTERS

Get involved with your input. The Township of West Lincoln Planning/Building/Environmental Committee will hold a Public Meeting in accordance with the Planning Act at an accessible facility where the matter(s) below will be considered. The meeting will take place:

### **PUBLIC MEETING:**

**DATE: MONDAY NOVEMBER 11<sup>TH</sup>, 2019**

**TIME: 6:30 PM**

**LOCATION: Council Chambers, Township Office, 318 Canborough Street, Smithville**

### **About the Planning Application(s) (Location map on back):**

**File Number and Name: Proposed Policies for Wineries, Breweries, Distilleries, and Special Occasion Events within Agricultural Areas, 1601-015-19 – Zoning Bylaw Amendment, 1701-004-19 – Official Plan Amendment**

An Official Plan Amendment and Zoning Bylaw Amendment has been initiated by the Township of West Lincoln to propose new Agricultural Policies and regulations within the Township of West Lincoln Official Plan and Zoning By-law.

The proposed Official Plan Amendment is to establish policies that permit wineries, breweries, distilleries and special occasion events in the agricultural area of the Township of West Lincoln.

The Zoning Bylaw Amendment is proposing to change the permitted uses of the Agriculture 'A' and Agriculturally Related 'AR' zones of the Township of West Lincoln Zoning By-law and to add permitted uses and regulations that apply to wineries, breweries, distilleries and special occasion events that wish to be established within the Township of West Lincoln.

The Township wishes to be proactive with respect to these types of uses that are not currently a normal part of the agricultural fabric of West Lincoln.

A copy of the Draft Policies and Regulations can be found at [www.westlincoln.ca](http://www.westlincoln.ca) and more information on this application including the first staff report can be found on the Township website under 'Public Notices'.

### **The Planner to contact for this application:**

Name: Brian Treble, Director of Planning and Building

Call: 905-957-3346 ext. 5138

### **How to provide comment**

Any person may attend the meeting and/or provide written or verbal representation on the above proposal(s). We ask that any written comments be provided by **WEDNESDAY OCTOBER 30<sup>TH</sup>, 2019** to the Township Clerk, Joanne Scime so that they may be incorporated into the staff report, however, written comments may be made any time prior to the meeting **MONDAY, NOVEMBER 11<sup>th</sup>, 2019**. Please be sure to clarify which file your comments apply to.

### **Important information about making a submission**

**If a person or public body does not make oral submissions at a public meeting or make written submissions to the Township of West Lincoln Planning/Building/Environmental Committee before the by-law is passed, the person or public body is not entitled to appeal the decision of the Council of the Township of West Lincoln to the Local Planning Appeal Tribunal.**

**If a person or public body does not make oral submission at a public meeting, or make written submissions to the Township of West Lincoln Planning/Building/Environmental Committee before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.**

**Individuals who make written submissions with respect to a Planning Act application should be aware that their submission and any personal information in their correspondence will become part of the public record and made available to the Applicant, Committee and Council.**

### **For more information:**

Planning documents and background material for any application is available for viewing during regular office hours at:

**Planning Department**

318 Canborough Street, Smithville

Call: **905-957-3346**

E-mail: [planning@westlincoln.ca](mailto:planning@westlincoln.ca)

Website: [www.westlincoln.ca](http://www.westlincoln.ca)

**Copies of the Staff Report will be available on FRIDAY NOVEMBER 8<sup>th</sup>, 2019 after 4 PM.**

If you would like to be notified of Township Council's decision with respect to any planning application, you must make a written request (specifying which file number) to: **Joanne Scime, Township of West Lincoln, 318 Canborough Street, Smithville, ON L0R 2A0**

**Dated: OCTOBER 10<sup>th</sup>, 2019**



## **Planning and Development Services**

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7  
905-980-6000 Toll-free: 1-800-263-7215

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### **Via Email Only**

September 2, 2020

File No.: D.10.12.OPA-19-0035  
D.18.12.ZA-19-0132

Mr. Brian Treble, MCIP, RPP  
Director of Planning and Building  
Township of West Lincoln  
318 Canborough Street  
Smithville, ON L0R 2A0

Dear Mr. Treble:

**Re: Regional and Provincial Comments  
Township Initiated Official Plan and Zoning By-law Amendments  
Township File Nos.: 1701-004-19 & 1601-015-19  
Township of West Lincoln**

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Regional Planning and Development Services staff has reviewed the information circulated for the above-noted applications, including the Township's Technical Report dated November 11, 2019 (PDS-183-19). Staff were notified that the Township was revising the provisions provided with the Technical Report based on comments received by the public; accordingly, Regional staff did not provide comments on the Technical Report and awaited circulation of the revised provisions. In the time between the Technical Report being circulated for review and commenting, and receiving the Recommendation Report (dated March 9, 2020; PDS-046-20), Regional staff and Township staff met to discuss the proposals. Revisions to the draft amendments were received on August 28, 2020. The comments in this letter reflect the policies included in the draft amendments received in August 2020.

Official Plan and Zoning By-law Amendments have been initiated by the Township to propose new Agricultural Policies and regulations within the Township of West Lincoln Official Plan and Zoning By-law. The Official Plan Amendment proposes to establish policies that permit wineries, breweries, distilleries and special occasion events in the agricultural area. The Zoning By-law Amendment proposes to change the permitted uses of the Agriculture 'A' and Agriculturally Related 'AR' zones, and to add permitted uses and regulations that apply to wineries, breweries, distilleries and special occasion events that wish to be established within the Township of West Lincoln. A site specific Zoning By-law Amendment is also requested for 3651 Sixteen Road (Domaine

Queylus). The Notice of Public Meeting indicates that the Township wishes to be proactive with respect to these types of uses, which are not currently a normal part of the agricultural fabric of West Lincoln. The following Provincial and Regional comments are provided to assist the Township in considering these applications.

## **Provincial and Regional Policies**

Provincial and Regional policies permit agriculture, agriculture-related and on-farm diversified uses in agricultural areas. It is broadly and generally recognized that agriculture-related and on-farm diversified uses are impactful on the agricultural community through diversifying income and providing alternative or necessary services. Wineries, breweries and distilleries may be considered agriculture-related and/or on-farm diversified uses, and are generally permitted within the prime agricultural area. The proposed Official Plan and Zoning By-law Amendments will assist in updating West Lincoln's policies to better align with Provincial and Regional objectives. Regional and Provincial policies provide that the predominant use of land in agricultural areas will be for agriculture of all types, including farm diversification uses, which refer to value added production, marketing and agri-tourism uses that complement on-site agricultural uses and contribute to the sustainability and viability of the farming operation. Value-added production and marketing uses, such as wineries, breweries and small-scale craft distilleries are to remain secondary to the principal agricultural use in relation to the scale of the operation and its footprint, and should be capable of accommodating the use on private water supply and sewage treatment systems.

For the purposes of these amendments, the below comments are offered from a Provincial and Regional perspective with regard to *agricultural lands*.

### Provincial Policy Context

The Provincial Policy Statement (PPS) designates the agricultural lands within the Township as "prime agricultural area." Such lands shall be protected for long-term use for agriculture. The lands in the northeast corner of West Lincoln, by Young Street and Thirty Road, are within the Greenbelt Plan's Protected Countryside (Niagara Peninsula Tender Fruit and Grape Area). This designation allows for a full range of agricultural, agriculture-related and secondary/on-farm diversification uses. Further, provisions for agriculture-related and on-farm diversified uses should be contemplated in accordance with the Ontario Ministry of Agriculture, Food and Rural Affairs' (OMAFRA) Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas (the Guidelines). The Guidelines provide recommended criteria for evaluating proposed uses in the prime agricultural area, and guides/assists with interpretation of relevant PPS policies. According to the Guidelines, wineries, small-scale micro-breweries and distilleries may be considered agriculture-related or on-farm diversified uses, and special events are generally considered on-farm diversified uses. These uses are subject to specific criteria, including on-farm diversified uses being limited in area (recommended maximum lot coverage of 2%) and secondary to the principal agricultural use of the subject lands.

**Regional Official Plan Policy Context**

The Regional Official Plan (ROP) designates most of the agricultural lands within the Township as “Good General Agricultural Area,” with the exception of the lands in the northeast corner of West Lincoln as “Unique Agricultural Area.” The ROP allows for farm diversification in the Good General and Unique Agricultural Area to support agriculture. Further, Regional policies indicate that local municipalities should establish detailed Official Plan policies and Zoning By-law requirements for farm diversification uses. The ROP provides criteria for evaluating such uses, depending on whether they are related or unrelated to agriculture.

The Township-initiated amendments to establish provisions for wineries, breweries, distilleries, and special events aligns with Provincial and Regional objectives.

**Draft Amendment Policy Review**

Based on a review of the draft Official Plan and Zoning By-law Amendment provisions, Regional staff has some items and questions for consideration by Township staff, as follows:

**Existing Wineries**

1. The provisions discuss *existing estate wineries* (Official Plan Amendment Policy 4.6.4.1) within the Township of West Lincoln; Regional staff would like to clarify that there is only one (1) *existing estate winery* within the Township, known as Domaine Queylus (located at 3651 Sixteen Road).

**Official Plan Amendment Policies**

2. Policies for an Estate Winery (4.6.4.1) have been updated to require site plan approval.
3. Farm Wineries are subject to criteria listed in the Official Plan Amendment (Policy 4.6.4.2), including limitations on retail floor space and gross floor area, and an approved site plan. Further specifications on Farm Wineries are detailed in the proposed Zoning By-law Amendment.
4. The Official Plan Amendment defines a Farm Winery as “a farm on which buildings and structures are used for the making of wines from fruit grown on-site and which are secondary uses to the farming operation.” Based on the definition of a Farm Winery and proposed Official Plan policy 4.6.4.2, the Township may wish to consider revising this policy and/or definition to clarify that only a Zoning By-law Amendment is required if the intent is to use product from other local operations and/or other parts of Ontario, and not an Official Plan Amendment.

5. The draft Official Plan Amendment subjects micro-breweries to the farm winery or estate winery policies, and require that crops on site shall be related to beer production (Policy 4.6.4.3). The draft Official Plan Amendment does not include specific provisions related to micro-distilleries, however, the draft Zoning By-law Amendment requires that both breweries and distilleries be subject to estate winery policies and considered by rezoning.
6. The revised Official Plan Amendments establish policies for Special Occasion Facilities (Policy 4.6.6), which relate the size of these facilities to farm winery and estate winery policies. All special occasion facilities require a rezoning and will be subject to site plan control.

#### Zoning By-law Amendment Policies

7. The maximum gross floor area and limitations for retail and hospitality area are specified for Estate Wineries (3.5.c) and Farm Wineries. It is recommended that the Township clarify whether the gross floor area and retail/hospitality areas are exclusive to one another (i.e., for an Estate Winery, does the 500 square metres of gross floor area include the 200 square metres of floor area permitted for hospitality and retail?). Regional staff also wish to clarify that the maximum lot coverage percentages include all buildings on site, which may include agricultural or residential and accessory structures.
8. The revised Zoning By-law Amendment policies require that a Farm Winery be located on a parcel that is at least 3.2 hectares in area. The policies also require that the establishment of a Farm Winery be subject to site plan control.

#### **Zoning By-law Amendment: 3651 Sixteen Road**

The existing zoning provisions for 3651 Sixteen Road (Domaine Queylus winery) require that 70 percent (%) of the lot area be planted and used for vineyard production to support the on-site winery. The amending By-law proposes to decrease the area planted on the property to 1 hectare. 1 hectare of the approximately 8.6 hectare property represents 12 percent (%) of the land being planted; which is a 58 percent (%) decrease from the current zoning provisions. The By-law amendment also lists that a retail store for the sale of wine is permitted. It should be noted that the Alcohol and Gaming Commission of Ontario (October 2019) requires that at least five (5) acres of grapes be planted on a property to permit for an on-site winery retail store. Accordingly, with lowering the minimum area to be planted to 1 hectare (2.4 acres), the existing winery may be ineligible to have an on-site winery retail store in accordance with the requirements of the Alcohol and Gaming Commission of Ontario.

Regional staff are aware that there have been complications with the planting of vineyards on this site, and will continue to work with the Township to carefully review future winery proposals to ensure that parcels can support their own diversification efforts.

*September 2, 2020*

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## **Conclusion**

Regional Planning and Development Services staff is supportive of the Township establishing provisions in their Official Plan and Zoning By-law to address and anticipate agriculture-related and on-farm diversified uses for wineries, breweries and distilleries. The Region appreciates the opportunity to review the draft amendments and recommends that Township staff consider the above comments to inform any additional revisions to the draft Official Plan and Zoning By-law Amendments prior to adoption and passing. Regional staff also welcome opportunities to discuss the amendments further, as necessary.

The proposed Official Plan Amendment is exempt from Regional Council approval, in accordance with policies 14.E.6 and 14.E.7 of the ROP and the Memorandum of Understanding.

Should you have any questions or wish to discuss these comments, please contact the undersigned at extension 3352, or Lola Emberson, MCIP, RPP, Senior Development Planner, at extension 3518.

Please send a copy of the staff report and notice of the Township's decision on these applications.

Best regards,

A handwritten signature in black ink, appearing to read 'Aimee Alderman', with a stylized, flowing script.

Aimee Alderman, MCIP, RPP  
Development Planner

cc: Mr. E. Acs, MCIP, RPP, Manager, Community Planning, Niagara Region  
Mr. R. Alguire, C.Tech., Development Approvals Technician, Niagara Region  
Mr. P. Busnello, MCIP, RPP, Manager, Development Planning, Niagara Region