TOWNSHIP OF WEST LINCOLN
GROWTH AND SUSTAINABILITY
COMMITTEE AGENDA

MEETING NO. 2

Monday, March 2, 2026, 6:30 p.m.

Township Administration Building

318 Canborough Street, Smithville, Ontario

NOTE TO MEMBERS OF THE PUBLIC: All Cell Phones, Pagers and/or PDAs to be turned off. Members of the public who are attending and participating virtually are reminded to keep their microphones muted until they are acknowledged to speak. Additionally, for your information, please be advised that this meeting will be livestreamed as well as recorded and will be available on the Township's website.

Pages

1. **CHAIR - Councillor Joann Chechalk**
   Prior to commencing with the Growth and Sustainability meeting agenda, Chair Chechalk will provide the following announcements:

   1. Comments can be made from members of the public for a matter that is on the agenda by advising the Chair during the "Request to Address an Item on the Agenda" Section of the agenda.

   2. The public may submit written comments for matters that are on the agenda to jpaylove@westlincoln.ca before 4:30 p.m. on the day of the meeting for consideration by the Committee. Comments received after 4:30 p.m. on the day of the Committee meeting will be considered at the following Council meeting. Comments submitted are included in the record.

   3. This meeting will be livestreamed as well as recorded and available on the Township's website.

2. **LAND ACKNOWLEDGEMENT STATEMENT**
   The Township of West Lincoln, being part of Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Township of West Lincoln, as part of the Regional Municipality of Niagara,

stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

3. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST

4. PUBLIC MEETING(S)

There are no Public Meeting(s)

5. CHANGE IN ORDER OF ITEMS ON AGENDA

6. APPOINTMENTS/PRESENTATIONS

There are no appointments/presentations

7. 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.

Chair to inquire if there are any members of the public present who wish to address any items on the Growth and Sustainability Committee agenda.

8. COMMUNICATIONS

There are no communications

9. STAFF REPORTS

9.1 ITEM GS06-26 5

Manager, Civil Land Development (Jennifer Bernard) and Director, Growth and Sustainability (Gerrit Boerema)

Re: Recommendation Report ENG-01-2026 - Revised Water and Wastewater Master Servicing Plan for Endorsement

POWERPOINT PRESENTATION

RECOMMENDATION:

1. That, Recommendation Report ENG-01-2026, titled “Revised Water and Wastewater Master Servicing Plan for Endorsement” dated March 2, 2026 be received; and,

2. That, Township Council endorse the revised Water and Wastewater Master Servicing Plan, prepared by AECOM Canada ULC dated December 2025; and,

3. That, Administration be directed to request that the Niagara Region include the newly identified Regional infrastructure projects in their Water and Wastewater Master Servicing Plan and Capital Budget.

9.2 ITEM GS07-26 63

Manager, Community Planning and Design (Susan Smyth) and Director, Growth and Sustainability (Gerrit Boerema)
Re: Recommendation Report PD-01-2026 – 132 College Street - Official Plan Amendment File No. 1701-002-25; Zoning By-law Amendment File No. 1601-004-25; Draft Plan of Subdivision File No. 2000-002-25; Draft Plan of Phased Condominium File No. 2000-003-25CDM

RECOMMENDATION:

1. That, Recommendation Report PD-01-2026, titled "Recommendation Report: 132 College Street – Official Plan Amendment (File No. 1701-002-25); Zoning By-law Amendment (File No. 1601-004-25); Draft Plan of Subdivision (File No. 2000-002-25); Draft Plan of Phased Condominium (File No. 2000-003-25CDM)", dated March 2, 2026, be received; and,

2. That, Application for Official Plan Amendment (File No. 1701-002-25) be approved as found in Schedule C; and,

3. That, Application for Zoning By-law Amendment (File No. 1601-004-25) be approved as found in Schedule D; and,

4. That, Application for Draft Plan of Subdivision Approval (File No. 2000-002-25), be approved in accordance with the provisions of the Planning Act, R.S.O, 1990, c. P. 13, and regulations thereunder, subject to the draft plan approval conditions contained in Schedule E; and,

5. That, Application for Draft Plan of Phased Condominium Approval (File No. 2000-003-25CDM), be approved in accordance with the provisions of the Planning Act, R.S.O, 1990, c. P. 13, and regulations thereunder, subject to the draft plan approval conditions contained in Schedule F; and,

6. That, the Applicant is advised that the Township's draft approval of this Plan of Subdivision and Draft Plan of Phased Condominium will lapse three years from the date of approval unless the Township Council grants an extension of the approval period prior to the lapsing date. If an extension is requested, an updated review will occur and revisions to the conditions of draft plan approval may be necessary at that time.

9.3 ITEM GS08-26

217

Manager, Community Planning and Design (Susan Smyth) and Director, Growth and Sustainability (Gerrit Boerema)
Re: Recommendation Report PD-06-2-26 – Zoning By-law Amendment Application for 6910 Silver Street (File No. 1601-013-25)

RECOMMENDATION:

1. That, Recommendation Report PD-06-2026, titled "Recommendation Report – Zoning By-law Amendment Application for 6910 Silver Street (File No. 1601-013-25), dated March 2, 2026, be received; and,

2. That, Application for Zoning By-law Amendment File No. 1601-013-25 be approved in accordance with the attached Zoning By-law and Schedule to rezone the subject lands as A-5 (H-16) to permit the salvage yard, storage, processing and resale of rock, shale and aggregate materials, and amend the zone boundaries for the Agricultural (A) Zone, and the Holding Provision is applied until such time as the Restoration Plan and Site Plan are approved to the satisfaction of the Township; and,

3. That, Council authorizes the Mayor and Clerk to sign the necessary by-law.

9.4 ITEM CS09-26

228

Director, Growth and Sustainability (Gerrit Boerema) and Director, Community and Protective Services (Cynthia Summers)
Re: Recommendation Report PD-08-2026 - Recreation and Parks Master Plan Adoption

RECOMMENDATION:

1. That Recommendation Report titled “Recreation and Parks Master Plan Adoption” dated March 2nd, 2026 be received; and,

2. That the Recreation and Parks Master Plan, as found in Schedule A, be adopted.

10. OTHER BUSINESS

10.1 ITEM GS10-26

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

There are no Confidential Matters

13. DISCLOSURE OF CONFIDENTIAL MATTERS

14. ADJOURNMENT

The Chair declared the meeting adjourned at the hour of _____.

REPORT

GROWTH AND SUSTAINABILITY COMMITTEE

DATE: March 2, 2026

REPORT NO: ENG-01-2026

SUBJECT: **Revised Water and Wastewater Master Servicing Plan for Endorsement**

CONTACT: Gerrit Boerema, Director, Growth and Sustainability
Jennifer Bernard, C.E.T., Manager, Civil Land Development

OVERVIEW:

- The Township's Master Community Plan was finalized in 2023 and provides a framework for Smithville to grow over the next 30 years. The MCP included the development of the Water and Wastewater Master Servicing Plan which identifies new infrastructure required to service the MCP lands.
- A new servicing strategy for the MCP lands in North Smithville was required due to the proximity of proposed underground infrastructure to the Smithville PCB contamination site and subsurface excavation limitations from the Ministry of Environment Conservation and Parks.
- AECOM Canada ULC, the Township and Niagara Region worked in consultation with the Ministry of Environment, Conservation and Parks to identify a new preferred servicing strategy for North Smithville which has now been accepted.
- Administration recommends that Council endorse the revised Water and Wastewater Master Servicing Plan.
- The next step will be to initiate a review of the Development Charges Background Study and By-law to update the infrastructure projects identified in the revised Water and Wastewater Master Servicing Plan.

RECOMMENDATION:

1. That, Recommendation Report ENG-01-2026, titled "Revised Water and Wastewater Master Servicing Plan for Endorsement" dated March 2, 2026 be received; and,
2. That, Township Council endorse the revised Water and Wastewater Master Servicing Plan, prepared by AECOM Canada ULC dated December 2025; and,
3. That, Administration be directed to request that the Niagara Region include the newly identified Regional infrastructure projects in their Water and Wastewater Master Servicing Plan and Capital Budget.

ALIGNMENT TO STRATEGIC PLAN:
Theme #

- **Strategic, Responsible Growth -** West Lincoln will grow strategically and responsibly – welcoming new residents and businesses and respecting the heritage and rural character that people value.

BACKGROUND:

The Township of West Lincoln's Master Community Plan (MCP) commenced in October 2019 and was initiated to provide a framework for Smithville to grow over the next 30 years. To accommodate the projected growth, lands were added to the urban boundary of Smithville and supporting policies and schedules were established through Official Plan Amendment 62 (OPA 62) and Official Plan Amendment 63 (OPA 63).

The MCP was completed through an Integrated Environmental Assessment as set out in the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) document. The Master Community Plan process and related Transportation Master Plan, Water and Wastewater Master Servicing Plan, Subwatershed Study and Stormwater Master Plan for Infill and Intensification Areas were designed to form a comprehensive and coordinated planning process to meet the required approvals necessary under the *Planning Act* and the *Environmental Assessment Act*.

Once the MCP was finalized, the Master Plans and Integrated MCEA Report were endorsed by Council in 2023.

CURRENT SITUATION:

The Smithville PCB site, located at the corner of Spring Creek Road and Thompson Road, limits the depth of underground infrastructure that can be constructed within a 500m radius of the site and potential monitoring of projects within and in proximity to the site. This is to avoid disturbance of the bedrock which could impact the collection and treatment of the contaminated groundwater plume if it were to migrate. This requirement is overseen by the Ministry of Environment, Conservation and Parks (MECP) who manages the Smithville PCB site. When it was identified that the depth of the proposed sanitary sewer for the North Smithville lands would encounter bedrock, it necessitated a review to identify a new servicing strategy for the North Smithville lands.

Administration worked with AECOM Canada ULC and the Niagara Region to review four possible servicing strategies for the North Smithville lands. Following the EA process, the preferred solution includes a new Regional centralized pumping station in the North Smithville lands and a new forcemain to the Grimsby sanitary sewer system and Baker Road Wastewater Treatment Plant. The MCP lands in North Smithville will drain to this new pumping station through gravity sewers. This new servicing strategy required minor revisions to other proposed infrastructure projects (servicing the Industrial Park, upgrades to the Smithville Sanitary Pumping Station, etc.) and has taken some time to review the overall wastewater strategy for the MCP lands and

ensure all required changes have been addressed.

AECOM Canada ULC has produced a Technical Memorandum, provided as Appendix A, that details the process undertaken to arrive at the preferred servicing strategy and provides recommendations for next steps as outlined in this report.

The Niagara Region is currently undertaking a review of their Water and Wastewater Master Plan and will incorporate the Regional infrastructure requirements of this new servicing strategy into that plan. Administration is participating in this process.

Administration is recommending that Council endorse the Township's revised Water and Wastewater Master Servicing Plan, prepared by AECOM Canada ULC dated December 2025. The executive summary, which includes the recommended water and wastewater infrastructure project lists and maps, is provided as Appendix B.

The Integrated MCEA Report prepared for the MCP has also been revised to detail the process undertaken to review and identify the new servicing strategy for North Smithville. The executive summary is provided as Appendix C. A Public Notice will be issued for the wastewater servicing strategy update and posted on the Township's website with the revised Water and Wastewater Master Servicing Plan and Integrated MCEA Report.

FINANCIAL IMPLICATIONS:

The revised Water and Wastewater Master Servicing Plan identifies Township and Regional infrastructure projects required for the new North Smithville servicing strategy.

A review of the Development Charges Background Study needs to be initiated, and the Township infrastructure projects assessed for development charge funding eligibility based on the Township's Local Servicing Policy. The results will also be incorporated into the Township's Ten-Year Capital Program. Funding has been approved in the 2026 budget to undertake a Development Charges Background Study update.

The original servicing strategy for North Smithville was estimated to be $10.3M for new Township wastewater infrastructure. This strategy is shown in the Township's 10 year forecast as project 1160 for $10.5M in 2032. The revised servicing strategy, which requires a new Regional wastewater pumping station, reduces the estimated cost of the Township wastewater infrastructure to approximately $3.6M, however it does increase the cost of new Regional infrastructure. Administration will revise the budget allocation for project 1160, based on the new servicing strategy for North Smithville, when developing the 2027 capital budget forecast.

INTER-DEPARTMENTAL COMMENTS:

This report has been reviewed by the Infrastructure, Corporate Services, and Legal & Legislative Services, as well as the Office of the CAO.

CONCLUSION:

In summary, Administration recommends that Council endorse the revised Water and Wastewater Master Servicing Plan, prepared by AECOM Canada ULC dated December 2025, and direct Administration to request that the Niagara Region include the newly identified Regional infrastructure projects in their Water and Wastewater Master Servicing Plan and Capital Budget.

ATTACHMENTS:

1. Appendix A – Technical Memorandum – Smithville MCP North Area Wastewater Servicing Strategy Update
2. Appendix B – Water and Wastewater Master Servicing Plan Executive Summary
3. Appendix C – Integrated Municipal Class Environmental Assessment Master Plan Report Update Executive Summary

Prepared & Submitted by:

Jennifer Bernard, C.E.T.
Manager, Civil Land Development

Gerrit Boerema
Director, Growth and Sustainability

Approved by:

Truper McBride
CAO

AECOM Canada Ltd.
201 – 45 Goderich Road
Hamilton, ON L8E 4W8 Canada

T: 905.578.3040
F: 905.578.4129
www.aecom.com

To: Gerrit Boerema

Date: December 22, 2025

From: Lucy Horne

CC: Karl Grueneis

Memorandum

Subject: **Smithville MCP North Area Wastewater Servicing Strategy Update**

1. Introduction and Purpose

The Township of West Lincoln (Township) completed a servicing Master Plan in April 2023 to identify the preferred wastewater servicing strategy for the Smithville Master Community Plan (MCP), North Community Area and documented the process in the *Smithville MCP Integrated Municipal Class Environmental Assessment (MCEA) Master Plan Report.* However, in August 2023 the MCP project team was made aware of subsurface work restrictions and evaluation requirements and approvals as described in the Township's Official Plan in relation to the proposed deep gravity sewer associated with the preferred wastewater servicing strategy (i.e. Wastewater Project S1WW1) for the Smithville MCP North Land Use Area as identified in the above noted Master Plan Report (April 2023).

Given the above, the project team completed additional review of the preferred wastewater servicing strategy. The purpose of this memorandum is to document the additional review and planning process undertaken by the municipality to confirm the preferred wastewater servicing strategy for the Smithville MCP, North Community Area Land Use Plan (also referred to as Stage 1 Area).

2. Background

In 2019, the Township initiated a MCP process to guide the future development of the community of Smithville through a comprehensive, watershed-based, integrated land use and infrastructure planning approach. The process involved extensive consultation and engagement with the public and key stakeholders including public agencies and partners, area landowners and their consultant representatives and advisors, in addition to Indigenous communities. The MCP is a detailed land-use plan and policy document which provides a comprehensive plan for sustainable future growth and expansion in the Smithville Urban Area.

The Smithville MCP followed MCEA Master Plan Approach No. 4 (Integration with the Planning Act). Master Plan Approach No. 4 recognizes the benefits of integrating Phases 1 and 2 of the Schedule 'B' MCEA Master Plan process with approvals under the Planning Act, especially with larger projects such as Secondary Plans. This means that the requirement of the Environmental Assessment Act (primarily through the MCEA process) and the Planning Act, including public notice requirements, are met as one integrated and coordinated process and with streamlined approvals and appeals. This approach is desirable for long-term planning where interdependent decisions which impact servicing and land use are being made and the range of servicing alternatives needs to be addressed in an integrated fashion, so as to recommend the best overall municipal infrastructure servicing solutions for the Community to be implemented over the 30-year planning horizon (to 2051).

Successful completion of the Integrated Master Plan Approach No. 4 results in Phases 1 and 2 of the Class EA process being fulfilled and therefore select Schedule B projects identified within the document can proceed to implementation following completion of the Integrated Approach. Provided there are no Planning Act appeals to The Regional Municipality of Niagara's decision on the Township of West Lincoln Official Plan Amendment No. 63 (OPA 63), or upon the resolution of any appeals, the proponent (Township or Region) may proceed to the design and construction phase the project. Placement of the Integrated MCEA Report for public review on the Township's website and issuance of the MCEA Notice of Completion completes Phase 2 of the MCEA process. The 30-day MCEA comment period commences when Niagara Region issues its Notice of Decision of OPA 63 which includes the 20-day appeal period as set out under the Planning Act.

The MCEA defines four types of Project Schedules referred to as a Schedule A, A+, B, or C. The selection of the applicable schedule is dependent upon the works proposed, the anticipated level of environmental impact, and anticipated costs. This study has been completed with the intent to address Phases 1 and 2 of the MCEA process and thereby satisfy requirements for a Schedule B planning activity. Each MCEA schedule is further detailed below:

- Schedule A: Projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are pre-approved and may proceed to implementation without following the full MCEA planning process.

- Schedule A+: The purpose of Schedule A+ is to ensure appropriate public notification for certain projects that are pre-approved under the Municipal Class Environmental Assessment. It is appropriate to inform the public of municipal infrastructure project(s) being constructed or implemented in their area.

- Schedule B: These projects have the potential for some adverse environmental effects. The proponent is required to undertake a screening process (Phases 1 and 2), involving mandatory contact with directly affected public and with relevant review agencies to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the proponent may proceed to implementation. At the end of Phase 2, a Project File documenting the planning process followed through Phases 1 and 2 shall be finalized and made available for public and agency review.

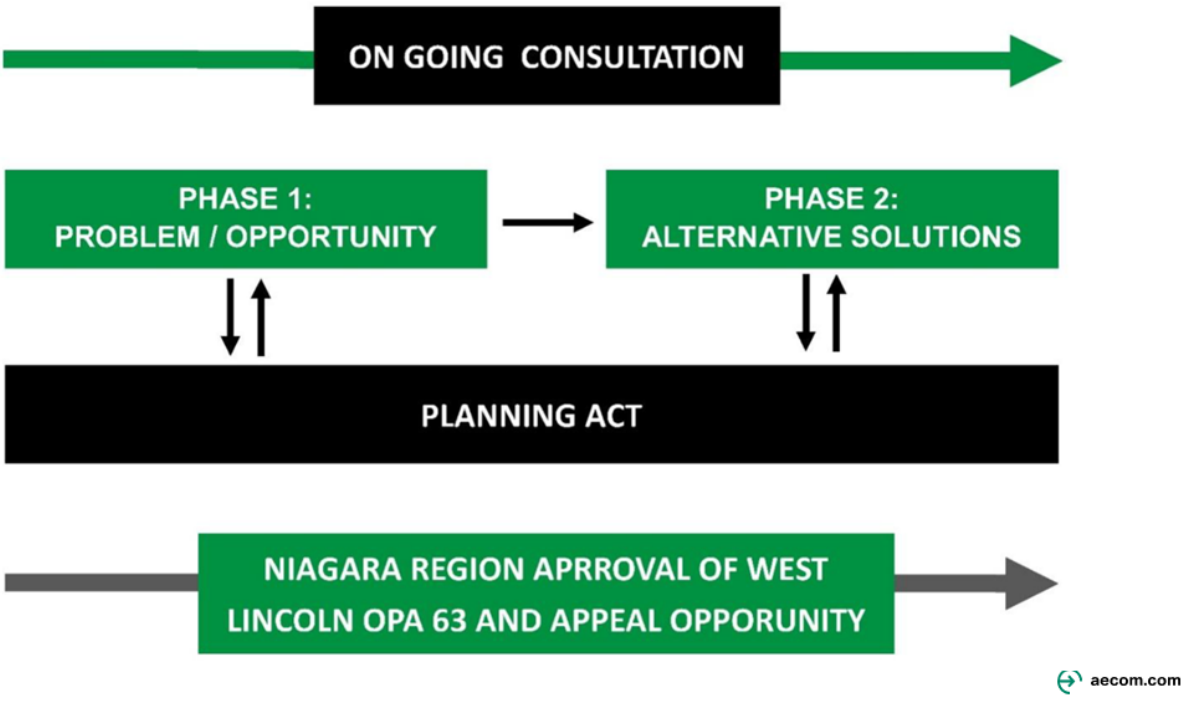
- Schedule C: These projects have the potential for significant adverse environmental effects and must proceed under the full planning and documentation (Phases 1 to 4) procedures specified in the MCEA manual. Schedule C projects require that an Environmental Study Report be prepared and filed for review by the public and review agencies.

Projects classified as Schedule A and A+ were historically considered pre-approved; however, the approval of Bill 108 (More Homes, More Choice Act) resulted in an amendment to the EA Act so that these low impact projects are now considered exempt from the EA Act. Schedule A and A+ projects can proceed to implementation; and as such can proceed to design and construction without any public notifications.

However, for Schedule B and C projects if a concern is raised related to aboriginal and treaty rights which cannot be resolved, a Section 16 Order may be requested and considered by the Minister of the Environment, Conservation and Parks.

The MCEA Master Plan process followed for this undertaking was completed with the intent of addressing MCEA Phases 1 and 2 and thereby fulfilling the requirements for select Schedule B projects. Any Schedule B projects that may require further study to fully address MCEA Phases 1 and 2 requirements in addition to projects categorized as a Schedule C project requiring completion of MCEA Phases 3 and 4 prior to implementation (Phase 5) have also been identified.

Figure 2 MCEA EA Act Process and Planning Act Process



OPA 62 (Urban Boundary Expansion) was adopted by West Lincoln Council in July 2022 and OPA 63 (Smithville MCP Secondary Plan) was adopted by West Lincoln Council in August 2022. OPA 62 and OPA 63 were approved by Niagara Region Council on April 20, 2023.

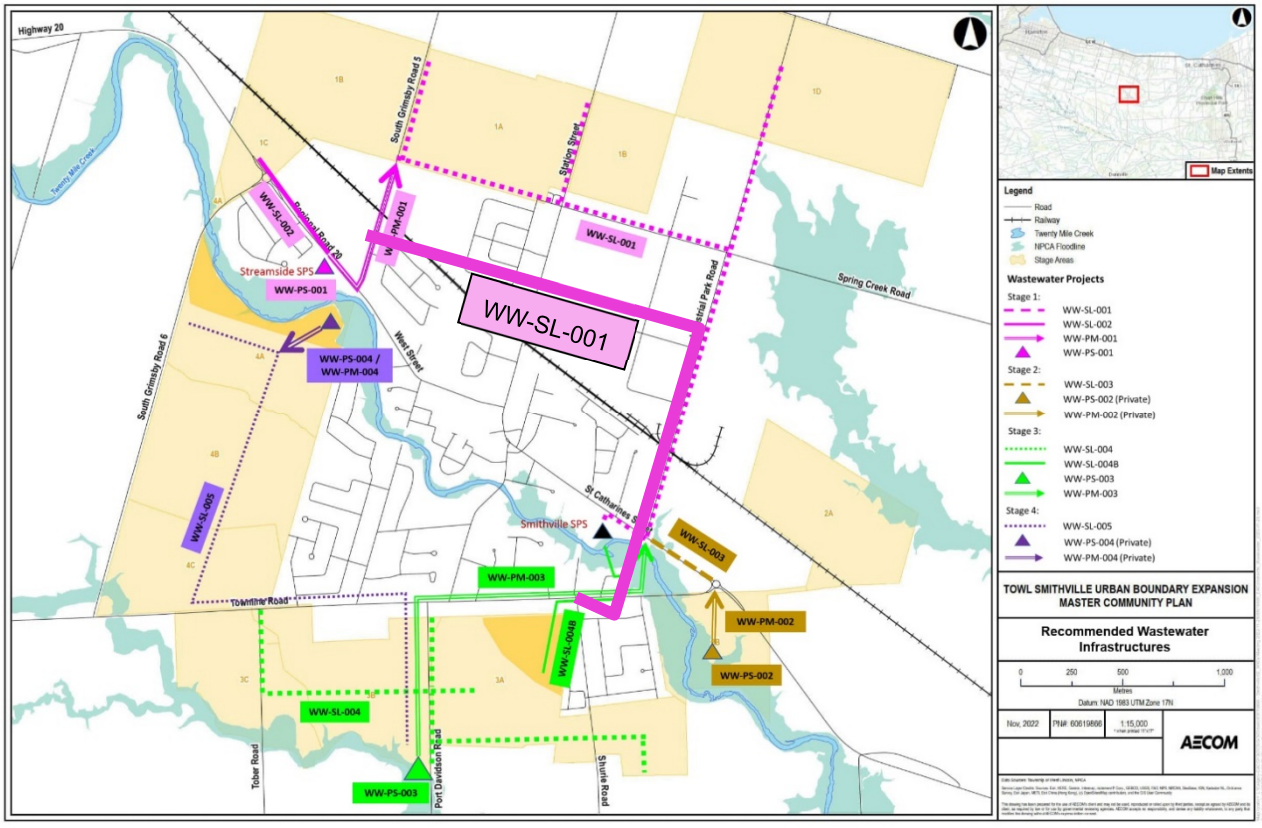
On March 27, 2023, the Township Council endorsed the Smithville Transportation and Water and Wastewater Master Plans, and the Notice of Integrated EA completion was issued in late April 2023.

One appeal of OPA 63 was received which was largely resolved through the Ontario Land Tribunal mediation process in 2024, however, there are still a number of outstanding issues related to Natural Heritage that do not impact this MCP North Area Wastewater Servicing Strategy Update.

3. Proposed Design Changes to the Stage 1 Wastewater Servicing

The preferred wastewater servicing strategy for the Smithville MCP North Land Use Area was based on a deep gravity sewer to be constructed within existing and future road allowances. As illustrated below in Figure 3, Wastewater Project S1WW1(as documented in the April 2023 Integrated MCEA Master Plan Report) proposed the construction of a new sewer gravity main on Spring Creek Road from South Grimsby Road 5 and easternly to Industrial Park Road. The

Figure 3 Preferred 2023 MCP Wastewater Servicing Strategy

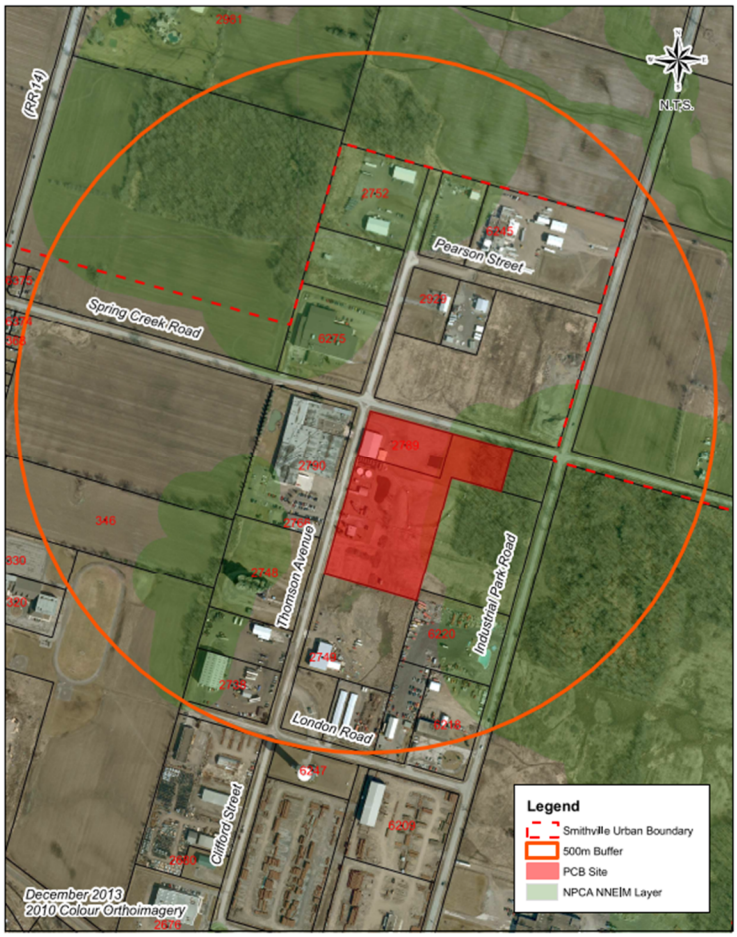


gravity sewer would continue southerly down Industrial Park Road to Regional Road 20 then westerly to the Smithville Pumping Station. There is no crossing of Twenty Mile Creek, and one crossing of rail tracks on Industrial Park Road.

In August 2023 the MCP project team was made aware of the subsurface work restrictions and evaluation requirements (compliance with Township's Official Plan, as per below) and subsequent Ministry approvals in relation to the proposed deep gravity sewer (to be constructed in bedrock) and Township of West Lincoln Official Plan Section 4.9 (d) Special Provisions (i) Area 4 dictates that "Special Policy Area 4 (SPA 4) includes all designated industrial lands within 500 metres of the intersection of Spring Creek Road and Thompson Road, as shown on Schedule "A", Map 2. "Drilling, vibration, blasting, bedrock excavation and taking of groundwater shall be restricted and may only be undertaken subject to a professional assessment of such activities and the approval of the Ministry of Environment."

Specifically, Official Plan Section 6.10 Employment Area, Subsection 6.10.4 Employment Area Policies, item g) dictates that "All designated employment lands within 500 metres of the intersection of Spring Creek Road and Thompson Road, as shown on the land use plan shall be subject to the following provision: drilling, vibration, blasting, bedrock excavation and taking of groundwater shall be restricted and may only be undertaken subject to a professional assessment of such activities and the approval of the Ministry of Environment." The restricted zone is displayed in Figure 4.

Figure 4 PCB Groundwater Contamination Site and 500 metre Buffer



Source: MECP, December 2013

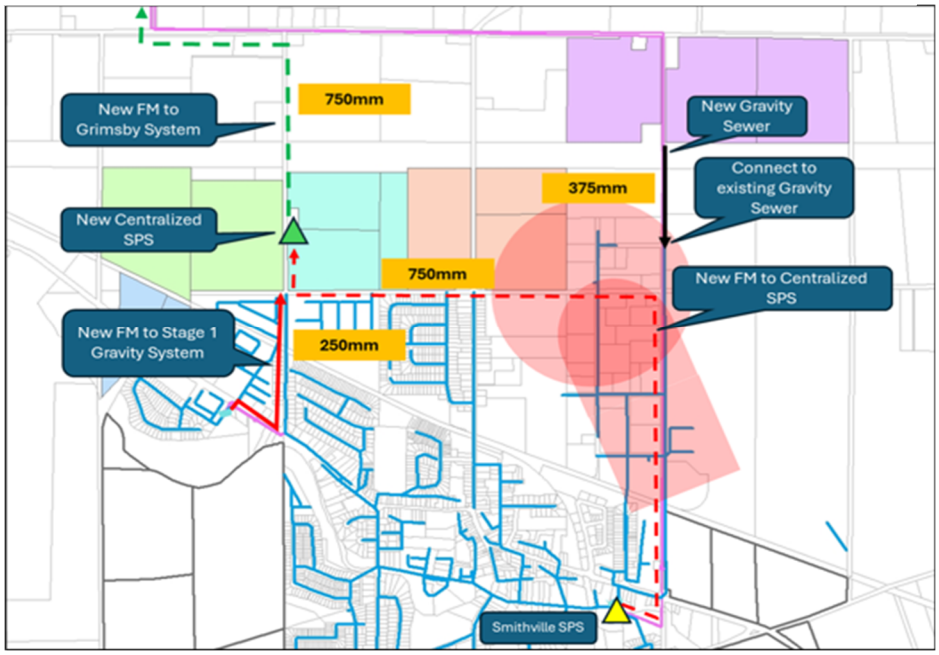
In response, beginning in October 2023 several meetings were held with MECP (Jason Rice, Regional Engineer, West Central Region and other MECP staff) and the MCP Team to better understand the Official Plan policy implications and project implementation risks. Through consultation with the MECP, it was confirmed that compliance with the Official Plan Section 6.10 Employment Area, Subsection 6.10.4 Employment Area Policies, item g) only applies to work in bedrock (disturbance which may include, but not limited to water taking) and any work above bedrock may proceed. Specifically, work in bedrock (e.g., disturbance of bedrock from construction of a new gravity sewer) has the potential to interfere with the groundwater collection and treatment system and contaminated groundwater plume that occurs in fractured bedrock. Should construction in bedrock affect the plume extent (causing contaminant migration), the MECP's existing groundwater mitigation system may require evaluation and modifications to the system to prevent further migration of the groundwater plume. This in turn presents a potential significant risk for any work in bedrock within the 500-metre radius restriction zone defined under the Township's Official Plan, including the originally proposed gravity sewer.

As a result, AECOM was directed to explore other wastewater servicing options in consultation with the MECP and Niagara Region.

AECOM, the Township, and the Region worked collaboratively to develop and evaluate four new wastewater servicing options consisting of a combination of deep gravity sewer and sanitary pumping station (SPS)/forcemain (FM) options. Please refer to **Attachment A**, March 17, 2025, Smithville MCP Stage 1 Wastewater Servicing Strategy Technical Memorandum for further information on the development and evaluation of wastewater servicing options.

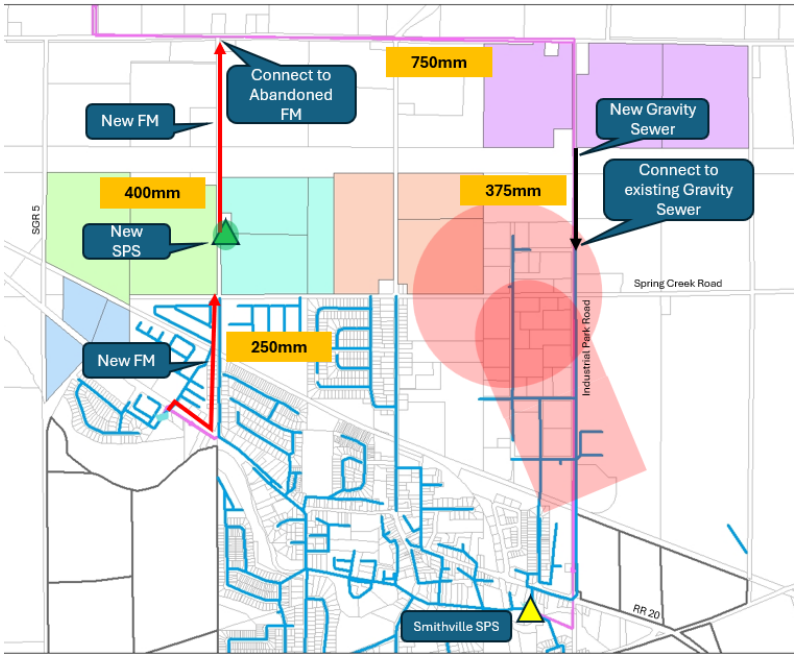
Following the EA evaluation process, Option 4 was identified as the preferred solution as illustrated in **Figure 5**, which involves a new centralized SPS within the Stage 1 Area and a new 750mm forcemain to connect to the Grimsby Sanitary Sewer System. This option allows for a phased strategy and additional time for the Region to plan and implement the future 750mm forcemain as part of the Smithville Sanitary Pumping Station Upgrades. This strategy will also allow the Township / Region to service the future system beyond 2051 should another urban boundary expansion be implemented. For the interim wastewater servicing to meet the short-term wastewater servicing needs, the Region will temporarily implement Option 3, as illustrated in **Figure 6**, and will ultimately implement Option 4. The interim Option 3 will involve the utilization of the existing forcemain up to the maximum capacity by increasing pump capacity at the existing station. As the ultimate capacity for the new Centralized SPS will be greater than 170 L/s, it is therefore considered a Regional infrastructure project that will be captured within the next update to the Region's Development Charges program for implementation. The Township will be responsible for obtaining the SPS land through the Planning Application process which will ultimately be transferred to the Region.

Figure 5: Preferred Solution – Option 4



- Design Duration: 2 years
- Construction Duration: 5 years (Requires the future 750mm FM from New Centralized SPS to Grimsby System, green dashed line, also requires trunk sewer upgrades downstream of the forcemain discharge as captured in Region of Niagara's 2021 MSP)
- The future 375mm sanitary sewer on Industrial Park Road will connect to the existing gravity sewer, which is above bedrock as per built drawings, therefore no disturbance of bedrock or groundwater monitoring is anticipated.
- Total Capital Cost: $125.4M

Figure 6: Interim Solution – Option 3



- Total Life Cycle Cost: $296.8M
- Design Duration: 2 years
- Construction Duration: 2-3 years
- Interim solution: connect the new 400mm South Grimsby Rd FM to the existing abandoned 300mm FM on Yonge Street (Require additional costs for Rehabilitation of the abandoned 300mm FM)
- The future 375mm sanitary sewer on Industrial Park Road will connect to the existing gravity sewer, which is above bedrock as per built drawings, therefore no groundwater monitoring is anticipated.
- Total Capital Cost: $129.0M
- Total Life Cycle Cost: $281.0M

Impacts to PCB Groundwater Plume

Based on the proposed SPS distance from the approximate lateral (horizontal) extent of the contaminated groundwater plume associated with historical releases from the Smithville PCB Site, including the 500 meter radius (restriction zone as defined by the Township's Official Plan) around the Smithville PCB Site, available SPS construction methodologies (e.g. sealed

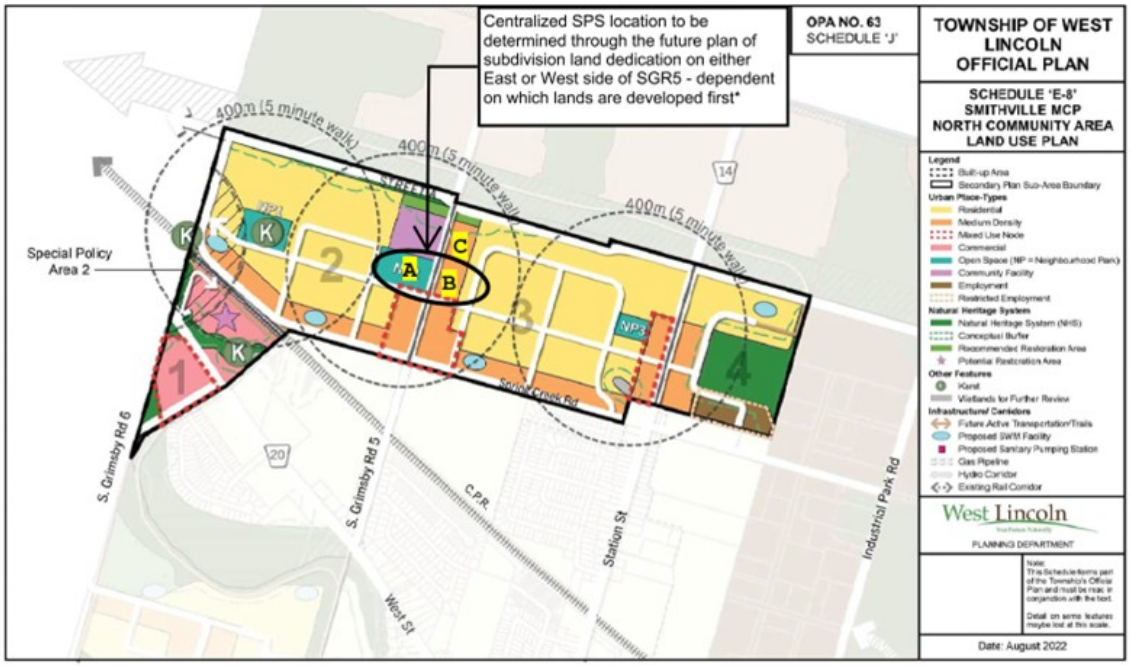
excavation wet well / dry well – no dewatering in bedrock) and short-term construction duration, the risk of interfering with groundwater levels and PCB plume migration has been determined to be low.

Through discussions, MECP is more concerned with the construction of new linear infrastructure (i.e. deep gravity sewer) in bedrock (refer to **Attachment A** for deep gravity sewer options) as compared to the SPS option, which is much further away from the extent of the 500-m restriction zone vs. the lateral gravity feed sewer option and also provides more control to groundwater management with construction conducive to a water-tight construction system. Once the SPS is built, groundwater conditions are anticipated to return to normal state. The construction of a new deep gravity sewer line in bedrock has the potential to affect the groundwater plume by creating a “French Drain” (a preferential flow path), however, this can be mitigated by using trench plugs. MECP also indicated that the deep sewer in bedrock option will require more involved / comprehensive groundwater monitoring and the SPS option will require relatively / substantially less complicated groundwater monitoring. It is anticipated that a set list of monitoring wells may be used to monitoring groundwater levels/conditions during construction. However, construction of sewer laterals in bedrock may require adjustments to the list of monitoring wells used for monitoring as construction moves along the lateral extent over time. A field investigation that will include monitoring of the groundwater conditions and the contaminant plume is typically done during Preliminary Design.

SPS Siting

For both Concepts 3 and 4, it is assumed that the new SPS will be sited within the North Community Area Land Use Plan on either the east side or west side of South Grimsby Road 5 as shown the **Figure 7** below.

Figure 7: Schedule E-8, North Community Land Use Plan



The Centralized SPS location will be determined in consultation with potentially affected landowners through the future plan of subdivision land dedication on either the east or west side of South Grimsby Road 5 - dependent on which lands are developed first. The affected landowner for the property on the west side (A) of South Grimsby Road 5 at this time does not have any plans to submit a development application in the near future. Regarding the east side (B) of South Grimsby Road 5 was notified of the proposed SPS within the Medium Density Block and did not raise any concerns at the time, however they are not at the plan of subdivision pre-consultation stage. The affected property owner north of B (C) also expressed willingness to host the SPS through future discussions.

In terms of land requirements, a minimum parcel size of 40 x 80 meters (plus temporary easements during construction) will be needed. This site size would also be sufficient to accommodate the ultimate MCP planning horizon beyond 2051 and allow for expansion to the SPS if required in the future. The parcel size would also accommodate SPS expansion related to achieving higher densities than planned.

Other Infrastructure Changes

Based on the preferred wastewater servicing strategy for the Stage 1 area, the required capacity for Smithville Sanitary Pumping Station (SPS) and the size of the future sewer lines on St. Catharine Street, between Industrial Park Road and the existing Smithville SPS, will be affected.

Since the preferred strategy for Stage 1 will no longer convey flows generated from Stage 1 areas to the Smithville SPS, the total peak flows to the Smithville SPS will be reduced. According to the hydraulic modelling analysis, the flow reduction in the Smithville SPS will result in the following changes in infrastructure requirements for servicing the entire urban boundary expansion.

- Smithville SPS required capacity = 490 L/s
- Required size for gravity sewer on St. Catharine Street, between Industrial Park Road and existing Smithville Sanitary Pumping Station (SPS) = 600mm

4. MEA MCEA Manual Project Classification

Wastewater Project WW-SL-001 (as documented in the April 2023 Integrated MCEA Master Plan Report) was determined to fall under the 2015 MEA MCEA Appendix 1 – Project Schedules “Project No.18 Any project which would otherwise be subject to this Class EA and has fulfilled the requirements outlined in Section A.2.9 (Integration with Planning Act) of this Class EA and for which the relevant Planning Act documents have been approved or have come into effect under the Planning Act R.S.O 1990, Chapter P.13, as amended”. As per the above Footnote 1 Project WW-SL-001 was considered exempt upon approval of OPA No. 63 and any resolution of any appeals.

Considering the above, the preferred wastewater servicing strategy was renamed WW-SL-001R.

Considering the 2015 MEA MCEA Appendix 1 – Project Schedules the revised wastewater servicing strategy (WW-SL-001R) falls under “Project No. 10 Establish, extend, or enlarge a

sewage collection system and all necessary works to connect the system to an existing sewage outlet, where it is required as a condition of approval on a site plan, consent plan of subdivision or plan of condominium which come into effect under the Planning Act prior to the construction of the collection system" and as such, is considered exempt from the Environmental Assessment Act.

A meeting will be held between the Township and the potentially impacted landowners to confirm the new sewage SPS location and forcemain alignment to be approved under the plan of subdivision process.

5. Mitigation, Monitoring and Implementation Recommendations

a. MECP Geotechnical and Hydrogeological Monitoring Program

Through consultation with the MECP and in accordance with the subsurface work restrictions in the 500-m radius around the Smithville PCB Site that is described in the Township's Official Plan, it has been confirmed that any works in the overburden soil above bedrock (i.e. installation of forcemains) will not require work restrictions as described by Township of West Lincoln Official Plan Policy Section 6.10 Employment Area, Subsection 6.10.4 Employment Area Policies, item g).

That said, as a precaution and in cooperation with MECP to ensure protection of the environment, a geotechnical and hydrogeological monitoring program will be developed in consultation with MECP for the construction work associated with the new SPS (work in bedrock). MECP confirmed that the geotechnical and hydrogeological monitoring program may be requested for projects outside the 500-m zone, depending on the magnitude of the project (e.g., disturbance of bedrock) and if work occurs in the vicinity of the boundaries of the 500-m zone under the OP.

It is anticipated that MECP will request an additional condition on certain development applications within the Stage 1 Area where construction work involves bedrock disturbance. To address this, a comprehensive geotechnical and hydrogeological monitoring program will be developed in consultation with MECP. To comply with this potential condition, it is recommended that the technical memorandum outlining the geotechnical and hydrogeological monitoring program be submitted to MECP for review and comment prior to the implementation of field work. MECP will review the geotechnical and hydrogeological report as part of the design process, facilitating the approvals process for water takings and ECA applications.

MECP will provide existing groundwater monitoring program data associated with the on-going management of the Smithville PCB Site, which may be used to support the geotechnical and hydrogeological report to establish baseline conditions and monitoring parameters prior to any construction. Monitoring will start in the design phase and span the entire construction duration with a post monitoring duration of 2 years. During this period, regular reporting to MECP will occur.

Should the monitoring of the groundwater plume indicate a negative environmental impact (e.g., construction in bedrock is negatively impacting the groundwater mitigation systems at the

Smithville PCB Site and/or off-site contaminant plume migration), then MECP will require further investigation and possible remedial measures to prevent further environmental impact.

b. Other Mitigation Measures

Potential effects related to construction of the recommended capital works as described in Section 4 for Subwatershed/stormwater management, transportation, water and wastewater servicing will be limited to the duration and location of construction, where possible. Based on the preferred solution and associated project description, construction, operation and maintenance of the Project, it is recognized that the infrastructure improvements will result in some impact on the existing environment. By incorporating proper best management practices and construction techniques, adverse construction related effects can be minimized. In order to address potential effects, the following approach has been undertaken:

- **Avoidance:** The first priority is to prevent the occurrence of negative or adverse environmental effects associated with construction of the recommended works.
- **Mitigation:** Where adverse environmental effects cannot be avoided, it will be necessary to develop appropriate measures to eliminate, or reduce to some degree, the negative effects associated with construction of the recommended works.
- **Compensation:** In situations where appropriate mitigation measures are not available, or significant net adverse effects will remain following the application of mitigation measures, compensation measures may be required to counterbalance the negative effect through replacement in kind, or provision of a substitute or reimbursement.

The existing conditions were used as baseline conditions against which changes due to the project (effects) were assessed. Based on the project description for the preferred alternative strategies identified in Section 4, avoidance measures can be applied in many cases, thereby reducing the extent of potential adverse environmental effects requiring the application of mitigation measures. The mitigation measures summarized in Attachment B are general in nature based on the preferred infrastructure strategies and recommended to ensure that any short and long-term disturbances are managed efficiently through a variety of measures. These measures will be confirmed and refined during the future block plan and Master Environmental Servicing Plan processes and the site specific preliminary / detailed design phases of the recommended works.

Please refer to Attachment B for potential impacts and mitigation measures.

6. Stakeholder and Review Agency Consultation

Through the MCP North Area Wastewater Servicing Strategy Update process, the Township has reached out to key Stakeholders to explain the revised Wastewater Servicing Strategy. This includes:

- Two (2) presentations to the Smithville MCP North Area Landowners Group (September 18th, 2024, and January 20th, 2025);

- Two (2) presentations to the Smithville Developers Round Table (October 11th, 2024, and February 28, 2025);
- Multiple meetings with MECP to better understand the Township's Official Plan 500-m radius restriction zone (disturbance of bedrock and water taking restrictions), and construction challenges and potential impacts on the groundwater mitigation system for the Smithville PCB Site, the framework for MECP's requested groundwater monitoring program (during construction in bedrock) and potential implications on the selection of the preferred revised Wastewater Servicing Strategy;
- The Township also reached out to select property owners to inform them of the potential SPS locations and property impacts. Through the process the Township has identified potential hosts, the Township will accordingly work with the affected property owner process to secure the lands through future planning applications.

7. Conclusion and Recommendations

Wastewater Project S1WW1R (Option 4) has been confirmed as the preferred servicing strategy considering:

1. Reasonable capital cost.
2. Straightforward constructability including low complexity, minimal anticipated bedrock removal, groundwater management, available working area SPS and forcemain and low local community impacts.
3. Straightforward property requirements (no concerns from affected landowner – east side South Grimsby Road).
4. Lowest implementation risk considering work in / disturbance of bedrock, Township's Official Plan 500-m restriction zone and the potential disturbance to the PCB contaminated groundwater plume in the vicinity of the Smithville PCB Site, and MECP approval requirements.
5. Optimal in-service date for Stage 1 area based on Option 3 interim solution.
6. Opportunity to coordinate with other planned infrastructure (future road upgrades).

Based on the above, it has been confirmed that the new sanitary pumping station and associated linear works is exempt if approved under the Planning Act, whilst also recognizing that all linear works (i.e. forcemains) will be constructed in existing road allowances or part of a plan of subdivision.

Moving forward it is recommended that the Township work with the affected landowners to confirm how the new SPS is integrated within the plan of subdivision(s) and in accordance with the Region's current SPS policy. A Notice of MCP North Area Wastewater Servicing Strategy Update (as described below) will be issued to the MCP contact list. The Notice will describe the revised wastewater serving strategy and note that the project is Exempt from the Environmental Assessment Act (no opportunity for submitting a Section 16 Order Request, which only applies to Indigenous communities).

The Region will then capture the projects in its upcoming Development Charges Background Study and By-Law in addition to its capital works planning budget for the preliminary design and detailed design phases in addition to the later construction contract tender and award process.

The Township will also update its Development Charges Background Study and By-Law, in addition to its Water and Wastewater Master Servicing Plan and Capital Budget Forecast.

Attachment:

Attachment A, March 17, 2025, Smithville MCP Stage 1 Wastewater Servicing Strategy Technical Memorandum

Attachment B, March 17, 2025, Smithville MCP Potential Impacts and Mitigation Measures

Attachment C, North Area Wastewater Servicing Strategy Update Consultation
- C1: Notification Contact List
- C2: Landowner Group Meetings
- C3: Affected Property Owner Confirmation
- C4: Notice of North Area Wastewater Servicing Strategy Update

Smithville Master Community Plan

Water and Wastewater Master Servicing Plan

Township of West Lincoln

60619866

December 2025

Delivering a better world

Executive Summary

The Smithville settlement area located in the Township of West Lincoln, in the Niagara Region is currently planning for the expansion of the existing urban boundary to accommodate the anticipated growth. A key feature of the planned growth will be the development of a water and wastewater servicing system that supports the uses and needs of existing populations whilst supplying the future capacity and options to support the growth of the area. This water and wastewater master servicing plan document sets out to provide an understanding of the existing water and wastewater infrastructure, the potential demand of proposed development, the potential permits needed for development, and the infrastructure and programs recommended to provide a sustainable service for Smithville.

Smithville is located on a key east west corridor in the Niagara peninsula (Highway 20), while also being home to about six thousand people and a number of industries and businesses. Current water and wastewater systems are serviced by a single water pumping station and two sanitary pumping stations. The Township has not previously had a Water and Wastewater Master Plan (Water and Wastewater Master Plan), however as a lower tier municipality, major water and wastewater infrastructure has been previously identified in various iterations of the Niagara Region Water and Wastewater Master Plan. In addition to the Region's Master Plan, provincial and Township policies and guidance have been utilised to develop a vision and series of objectives that the Water and Wastewater Master Plan should aim to follow:

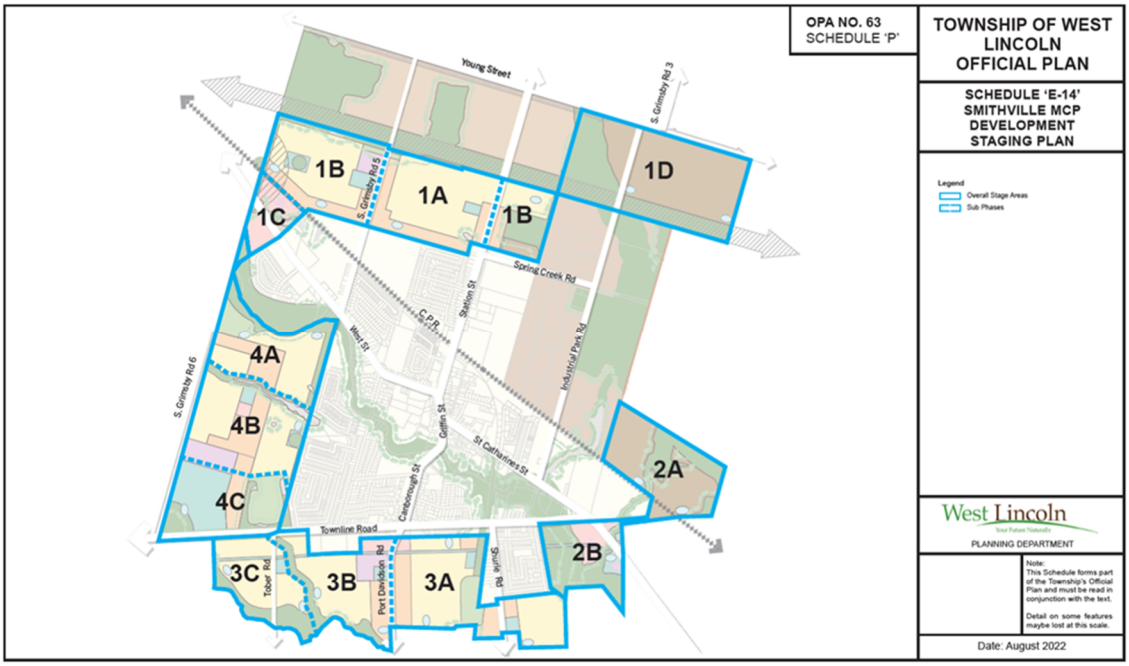
1. Create a complete water and wastewater network;
2. Incorporate both local and regional economic growth;
3. Sustainably servicing to the community; and
4. Consistent implementation.

The Smithville settlement area currently has a water-wastewater network that is developed around one water pumping station and two sewer pumping stations. In addition, Smithville is dependent on an inground reservoir, an elevated storage facility and two sewer lift stations. The current overall water-wastewater system is comprised of roughly 33km of watermains and 34km of sewer lines and provides servicing to a population of 7,140 and 1,860 jobs. Whilst the infrastructure network within the existing urban boundary of Smithville is extensive, current imaging highlights the network as a limiting factor in population growth.

The urban boundary expansion and associated development will bring an additional 540 hectares adjacent to the current Smithville urban boundary, effectively doubling the size of the community of Smithville, and leading to a forecasted population of about 29,000 by 2051. This level of growth requires an assessment of the existing water and wastewater network to understand what the possible impacts of the new development are, this exercise was conducted using a hydraulic model which replicates existing water and wastewater conditions and servicing capacity and then forecasts the growth system usage as a result of the new development.

The development Staging Plan was prepared as part of OPA No. 63 and is shown in Figure ES-1.

Figure ES-1: Development Staging Plan



The Master Community Plan (Master Community Plan) is a 30-year plan for accommodating growth in Smithville to 2051 through both intensification and greenfield development to achieve a complete community. To achieve the level of growth planned in a well designed, balanced and inclusive manner, while ensuring minimal disruption to the existing community it is necessary to develop an orderly and aligned staging program for the provision of the necessary infrastructure, transportation improvements and community facilities. The development rational and identification of infrastructure to support the development of Smithville are detailed in a series of supporting Master Plans.

Policy 6.11.7.6.3 h) of Official Plan Amendment 63 (OPA 63) provides that “The Township may, at its sole discretion, revise the Development Staging Plan without an amendment to this Plan where circumstances warrant, such as, but not limited to, unreasonable delay by landowner(s), in order to facilitate the planned progression of growth and development in a manner that supports the implementation of the Master Community Plan.” The policies provide for an appropriate level of flexibility and provide a solid framework for implementation through more detailed Block Plans, MESP’s and EA addendums, while acknowledging that future updates and changes may be needed over the 30-year time period of the plan.

Although the various Master Plan documents set out anticipated timescales and staging program for the design and implementation of various infrastructure requirements within Smithville. The flexibility previsions of OPA 63 have been specifically designed to reflect the need to accommodate changes and adjustment that can occur over the 30-year planning horizon of the Master Community Plan. OPA 63 recommendations were presented to the public, Council, and the landowners on multiple occasions including: the Public Meeting, Council adoption of OPA 63, and TAC meetings as late as December 16, 2022.
As part of the Township’s Official Plan, additional flexibility is provided through periodic review and updating of the plan and policies over the 30-year planning horizon of the plan.

The water and wastewater system assessment forms the primary method for assessing possible mitigation measures which can include upgrades to existing servicing infrastructure as well as the development of new infrastructure including water and forcemains, gravity sewers, and pumps.

In assessing the existing water system, it was identified that the available pumping capacity at the existing London Road Pumping Station would be sufficient to meet the projected demands with the future Smithville Elevated Tank being implemented. An additional pump would be required at the station to meet the fire flow requirement. The future elevated tank has been identified in the Regional’s DC Study (Region’s DC Study project no.: W-S-010).

In assessing the existing wastewater system involving the Smithville SPS and Streamside SPS, it was identified that both stations require pumping capacity upgrades to meet the future peak wet weather flow. The Region is currently undergoing a capacity increase at Streamside SPS; the upgraded station is expected to provide adequate capacity to address the future peak wet weather flow. The Region also identified a future upgrade at

the Smithville SPS in their DC study for addressing the future needs (Region's DC Study project no.: WW-SPS-012).

Current urban boundary expansion plans were developed to improve existing infrastructure and center around four distinct development Stages (1-4) with each Stage requiring an individualized water and wastewater servicing strategy to both fit the needs of Township and minimize impacts. The following section provides the list of preferred options for each stage's servicing strategy.

Stage	Preferred Water Servicing Strategy	Preferred Wastewater Servicing Strategy
1	S1W1	S1WW1R
2	S2W2	S2WW1
3	S3W1	S3WW1A, S3-FM1B, S3WW2A
4	S4W3	S4WW1, S4-FM2

Figures ES-2 and ES-3 present the preferred water and wastewater servicing strategy, respectively.

Figure ES-2: Preferred Water Servicing Strategy

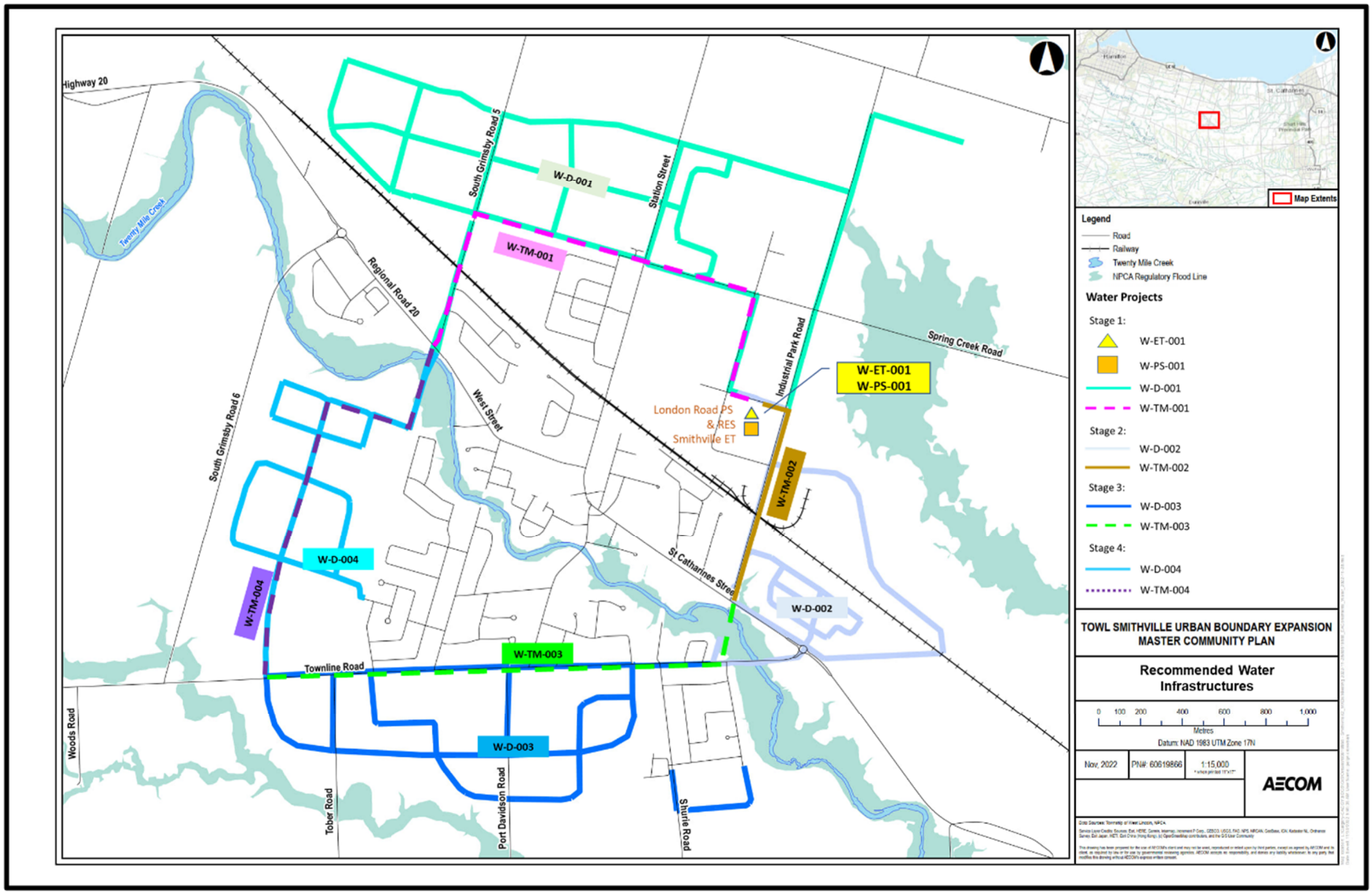


Figure ES-3: Preferred Wastewater Servicing Strategy

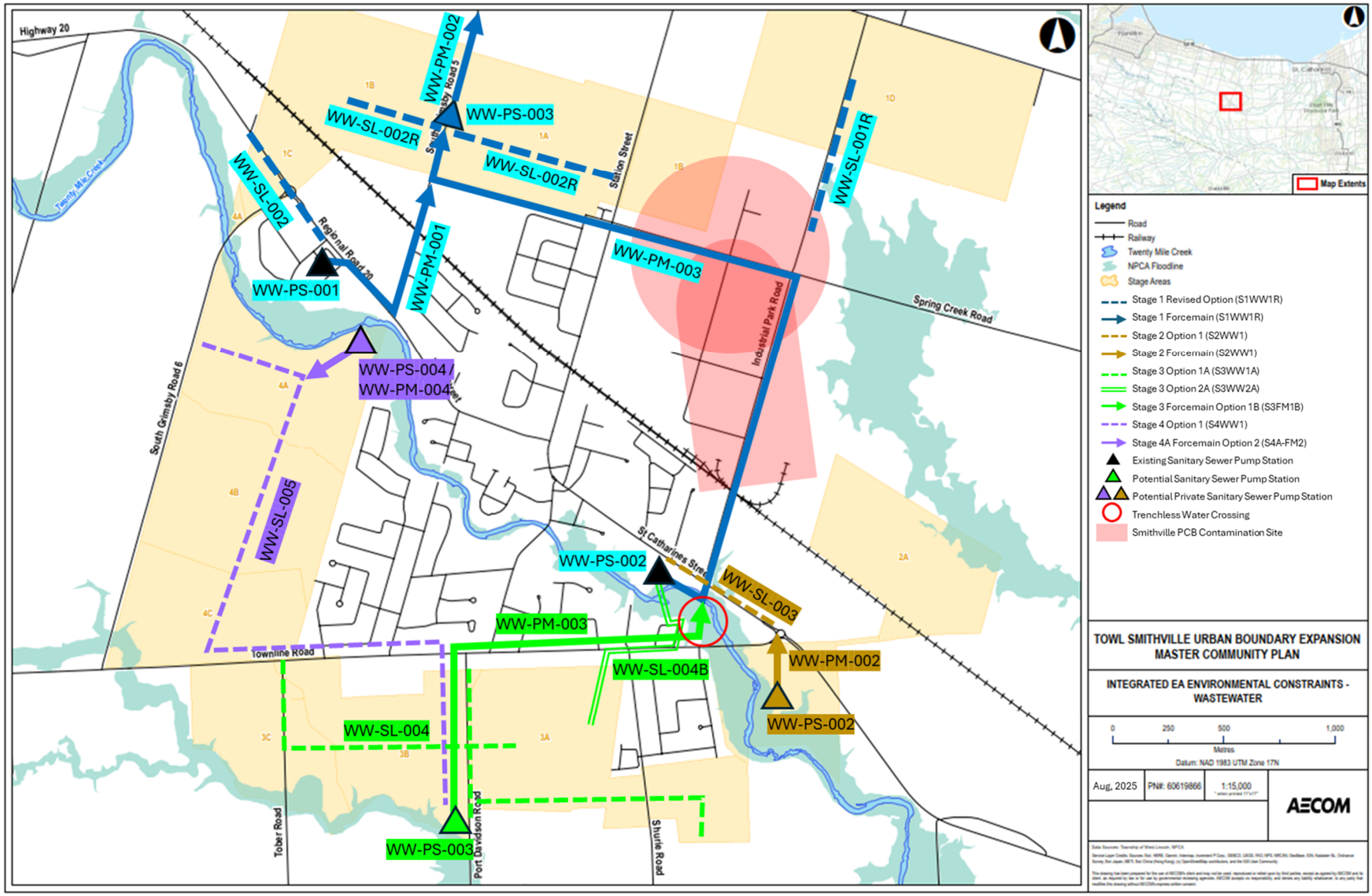


Table ES-1: Capital Costs Summary for the Recommended Water Infrastructures for the Township of West Lincoln

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule	Anticipated Schedule
W-D-001	1	Local distribution mains for Stage 1	300mm	$ 13,579,650	A	Next 10 years
W-D-002	2	Local distribution mains for Stage 2	300mm	$ 5,308,538	A	Next 10 years
W-D-003	3	Local distribution mains for Stage 3	300mm	$ 7,763,648	A	10 – 15 years
W-D-004	4	Local distribution mains for Stage 4	300mm	$ 4,235,490	A	> 15 years

Table ES-2: Capital Costs Summary for the Recommended Water Infrastructures for the Region of Niagara

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule	Anticipated Implementation Schedule
W-TM-001	1	• Watermain extends northernly on South Grimsby Road 5 from Regional Road 20 to Spring Creek Road • Easternly along Spring Creek Road to Thompson Road • Southernly on Thompson Road and easternly to London Road pumping station • No crossing of Twenty Mile Creek • Crossing of rail tracks on South Grimsby Road 5	400mm	$ 5,852,576	A	Next 10 years
W-TM-002	2	• Watermain extends southernly from London Road Pumping Station towards Industrial Park Road and Regional Road 20 (St Catharines Street) intersection • No crossing of Twenty Mile Creek	400mm	$ 3,787,184	A	Next 10 years

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule	Anticipated Implementation Schedule
		• Crossing of rail tracks on Industrial Park Road				
W-TM-003	3	• New watermain extends easternly along Townline Road to existing North South easement east of Anderson Crescent • Northernly from easement to Industrial Park Road / Regional Road 20 and connection future Stage 2 watermain • Trenchless crossing of Twenty Mile Creek south of Industrial Park Road and Regional Road 20	400mm	$ 8,674,160	A	10 – 15 years
W-TM-004	4	• Watermain extends southernly from Regional Road 20 along future development lands to Townline Road • Trenchless crossing of Twenty Mile Creek on South Grimsby Road 5 • Within planned utility / active transportation corridor and planned Stage 4 local collector road • Southernly on local north south collector road to Townline Road	400mm	$ 8,311,280	A	> 15 years
W-ET-001	1	New elevated tank (8.8ML)	8.8ML	$ 14,850,000	B	Next 10 years
W-PS-001	1	Dedicated fire pump (356L/s)	356L/s	$ 675,000	A	Next 10 years

Table ES-3: Capital Costs Summary for Recommended Wastewater Infrastructures for the Township of West Lincoln

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule[1]	Anticipated Implementation Schedule
WW-SL-001R	1	• New sewer gravity main on Industrial Park Road	375mm	$ 1,539,188	A	Next 10 years
WW-SL-002R	1	• New sewer gravity main within Stage 1 future development lands	375mm	$ 2,078,213	A	Next 10 years
WW-SL-002	1	• New gravity main on Regional Road 20 to Streamside Sanitary Pumping Station	375mm	$ 1,556,820	A	Next 10 years
WW-SL-003	2	• New sewer gravity main from Smithville sanitary pumping station on east side from Regional Road 20 (St Catharines Street) towards Townline Road • No crossing of Twenty Mile Creek required • No crossing of rail tracks	375 - 525mm	$ 1,826,904	A	Next 10 years
WW-SL-004	3	• New Gravity Sewer follows Stage 3 North South and easterly local collector road starting at Townline Road • Connection to new SPS at Port Davidson Road / North Creek • Also includes flow from new gravity sewers within Stage 3 east of Port Davidson Road	375-525mm	$ 8,132,061	A	10 – 15 years

[1] *(as approved under the integrated MCEA process and subject to no OPA 63 appeal*

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule[1]	Anticipated Implementation Schedule
		• Trenchless crossing of Twenty Mile Creek required • Does not service Stage 4				
WW-SL-004B	3	• New gravity sewer northernly from Stage 3A area to Townline Road • Easternly along Townline Road to Anderson Crescent • Northernly on Anderson Crescent via existing easement to southside of Twenty Mile Creek	New gravity sewerline: 250mm Ex. Gravity sewerline replacement 250mm / 300mm	$ 727,935	A	Nex 15 years
WW-SL-005	4	• Gravity sewer starting at north end of South Grimsby Road 6 • Easternly across the Stage 4 local collector road • Southernly on north south local collector road to Townline Road • Connects directly to future Port Davidson SPS	300-525mm	$ 5,939,325	A	> 15 years
WW-PS-002	2	• New SPS for Stage 2B • Assumed to be privately owned / operated pumping system	4.8L/s	$ 0	Subject to Town's / Region's approval	Next 10 years

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule[1]	Anticipated Implementation Schedule
WW-PS-003[2]	3	• Infrastructure Option S1; New SPS for Stages 3 & 4	142L/s	$ 4,374,000	A	10 – 15 years
WW-PS-004 / WW-PM-004	4A	• New SPS on south side of Twenty Mile Creek within staging area 4A; this station is considered a private pumping system • New forcemain on Regional Road 20 to future gravity sewer within Stage 4	7.0 L/s / 200mm	$ 0	Subject to Town's / Region's approval	> 15 years
WW-PM-002	2	• New FM for future SPS to future gravity sewer on RR20 • Assumed to be privately owned / operated pumping system	150mm	$ 0	Subject to Town's / Region's approval	Next 10 years
WW-PM-003	3	• New forcemain extending Northernly on port Davidson Road from SPS towards Townline road • Easternly along Townline Road to watermain easement. Northernly through easement towards Twenty Mile Creek • Trenchless crossing of Twenty Mile Creek • Connects to future gravity sewer at Regional Road 20 and Industrial Park Road	500mm	$ 8,363,342	A	10 – 15 years

[2] *Based on the required capacity for the SPS, the implementation of WW-PS-003 & WW-PM-003 would be completed by the Township and the Region of Niagara will assume the ownership and O&M in accordance with the Region's SPS policy*

Table ES-4: Capital Costs Summary for the Recommended Wastewater Infrastructures for the Region of Niagara

Capital Project ID	Stage	Descriptions	Size	Costs (2022$)	Class EA Project Schedule	Anticipated Implementation Schedule
WW-PS-001	1	Streamside SPS Upgrade; Increase capacity to 42.6L/s	42.6L/s	$ 4,360,915	A	Next 10 years
WW-PS-002	2	Smithville SPS Upgrade; Increase capacity to 490 L/s	490 L/s	$40,768,425	A	Next 10 years
WW-PS-003	1 / Ultimate	New Centralized SPS	166.9 L/s / 656.4 L/s	$ 15,652,460	A	Next 10 years
WW-PM-001	1	New FM on South Grimsby Road 5 for Streamside SPS connect to future gravity sewer on Spring Creek Road	250mm	$ 2,400,000	A	Next 10 years
WW-PM-002	1	New FM on South Grimsby Road 5 for New Centralized SPS connect to Grimsby Wastewater System	750mm	$ 22,672,500	A	Next 10 years
WW-PM-003	3 / 4	New FM on Industrial Park Road, Spring Creek Road and South Grimsby Road 5 for Smithville SPS connect to New Centralized SPS	750mm	$ 12,376,500	A	10 – 15 years

In support of the modeling exercise a series of public and stakeholder engagement exercises were conducted to gain feedback and understand some of the challenges and opportunities facing Smithville. The information gathered from these exercises was reviewed and a series of mitigation measures that aligned with the stated objectives were developed and tested. In assessing the impacts of the proposed development around the Smithville settlement area, it was determined that there were several key measures that were required to mitigate the impacts of the new development on the water and wastewater system.

- The assessment indicated that either a water storage capacity increase or a new water pumping station is required to address the future water peak hour demands. In addition, a new sewer pumping station and new forcemains are required to address the future wet weather demands.
- A significant amount of development is planned on either side of Twenty Mile Creek and North Creek. To address this, a number of trenchless crossings are required to service future developments.
- The reduction of construction complexity will be a key part of reducing the impact of maintenance works for the new system. By employing designs with shorter pipe distances, easier access and less potential disturbances it ensures that potential infrastructure repairs can be completed in a timely manner.

The Water and Wastewater Master Plan has developed a capital program to support the phased implementation of the various water and wastewater infrastructure programs which is tied to the block plan process proposed under official plan amendment 63 (OPA 63). In developing the options and measures for implementation the Water and Wastewater Master Plan has addressed the Phase 1 and 2 requirements of the Municipal Class Environmental Assessment process, and has also identified Class D cost estimates for each of the proposed measures. The recommended capital works will provide all necessary information to support the required Township's DC study update.

The Smithville Water and Wastewater Master Plan represents a key document for the future development of the Smithville settlement area, providing an infrastructure network to support the growth and development within the settlement area, while maintaining the needs and expectations of existing residents and businesses to have adequate connection to water and wastewater services. The Water and Wastewater Master Plan also supports the development of industrial and commercial facilities that increase employment opportunities in Smithville, promoting continued economic development and prosperity.

Smithville Master Community Plan

Integrated Municipal Class Environmental Assessment Master Plan Report Update

Township of West Lincoln

60619866

December 2025

Delivering a better world

Executive Summary

Background

In 2019, the Township of West Lincoln (Township) initiated a Master Community Plan process to guide the future development of the community of Smithville through a comprehensive, watershed-based, integrated land use and infrastructure planning approach. The process involved extensive consultation and engagement with the public and key stakeholders including public agencies and partners, area landowners and their consultant representatives and advisors, in addition to Indigenous communities. The Master Community Plan is a detailed land-use plan and policy document which provides a comprehensive plan for sustainable future growth and expansion in the Smithville Urban Area. The Master Community Plan process was undertaken to determine the location and amount of potentially developable land to be added to the Smithville Urban Area.

The total land area within Master Community Plan Study Area is approximately 685 hectares, and the total land area to be added to the Smithville Urban Area boundary is approximately 540 hectares.

Integrated Environmental Assessment Process

The Master Community Plan has been completed through an integrated Environmental Assessment as set out in the Municipal Engineers Association Municipal Class Environmental Assessment (as amended in 2015). The Master Community Plan process and related Transportation Master Plan, Water and Wastewater Master Servicing Plan, Subwatershed Study/Stormwater Master Plan for Infill and Intensification Areas studies are designed to form a comprehensive and coordinated planning process that will meet the required approvals necessary under the Planning Act and the Environmental Assessment Act. The Subwatershed Study characterizes the ecological and water resources systems, and establishes an environmental and stormwater management plan associated with the Twenty Mile Creek watershed. The Subwatershed Study supports the Master Community Plan Study including the Municipal Class Environmental Assessment process.

The Smithville Master Community Plan followed Municipal Class Environmental Assessment Master Plan Approach No. 4 (Integration with the Planning Act). Master Plan Approach No. 4 recognizes the benefits of integrating Phases 1 and 2 of the Schedule ‘B’ Municipal Class Environmental Assessment Master Plan process with approvals under the Planning Act, especially with larger projects such as Secondary Plans. This means that the requirement of the Environmental Assessment Act (primarily

through the Municipal Class Environmental Assessment process) and the Planning Act, including public notice requirements are met as one integrated and coordinated process and with streamlined approvals and appeals. This approach is desirable for long term planning where interdependent decisions which impact servicing and land use are being made and the range of servicing alternatives needs to be addressed in an integrated fashion, so as to recommend the best overall municipal infrastructure servicing solutions for the Community to be implemented over the 30-year planning horizon (to 2051).

Successful completion of the Integrated Master Plan Approach No. 4 results in all Schedule B projects to be considered a Schedule A under the Municipal Class Environmental Assessment (i.e. pre-approved), if there are no appeals, or upon the resolution of any appeals, to the Regional Municipality of Niagara Niagara's decision on the Township of West Lincoln Official Plan Amendment No. 63 (which implements the Master Community Plan as a Secondary Plan (which was considered by Niagara Region Council in April 2023). Therefore, subject to no appeals, or upon the resolution of any appeals, the proponent (Township or Region) may therefore proceed to design and construct the project upon coming into effect or approval under the Planning Act. Placement of the Integrated Municipal Class Environmental Assessment report for public review on the Township's website and issuance of the Municipal Class Environmental Assessment Notice of Completion completes Phase 2 of the Municipal Class Environmental Assessment process.

The 30-day Municipal Class Environmental Assessment comment period commenced when Niagara Region issued its Notice of Decision of Official Plan Amendment 63 on April 27th, 2023, which included the 20-day appeal period as set out under the Planning Act. One appeal was received during the 20-day period on May 17th 2023 and concerns were addressed through the Ontario Land Tribunal mediation process.

In June 2023 the Master Community Plan Project Team received comments from a stakeholder related to implementation constraints (management of PCB contaminated groundwater plume) for the Master Community Plan North Community Land Use Area (also referred to as Stage 1 Area) wastewater servicing strategy. Following discussions with Ministry of the Environment, Conservation and Parks, in August 2023 the Master Community Plan Project Team was made aware of Ministry of the Environment, Conservation and Parks groundwater monitoring requirements and approvals in relation to the proposed deep gravity sewer associated with the preferred wastewater servicing strategy for the Smithville Master Community Plan North Community Land Use Area. The project team completed an additional review of the preferred wastewater servicing strategy. The review included preparation of a technical memorandum to document the review and evaluation of alternative servicing strategies and confirmation of the

preferred wastewater servicing strategy for the Smithville Master Community Plan, North Community Area Land Use Plan . The preferred wastewater servicing strategy is based on siting a new Centralized Sanitary Pumping Station within the Stage 1 Area and a new 750mm forcemain to connect to the Grimsby Sanitary Sewer System. The updated Stage 1 wastewater servicing analysis is summarized in the Smithville MCP North Area Wastewater Servicing Strategy Update memorandum which is included as Appendix H to this report.

Development Staging

The development Staging Plan was prepared as part of Official Plan Amendment No. 63 and is shown in **Figure ES 1**.

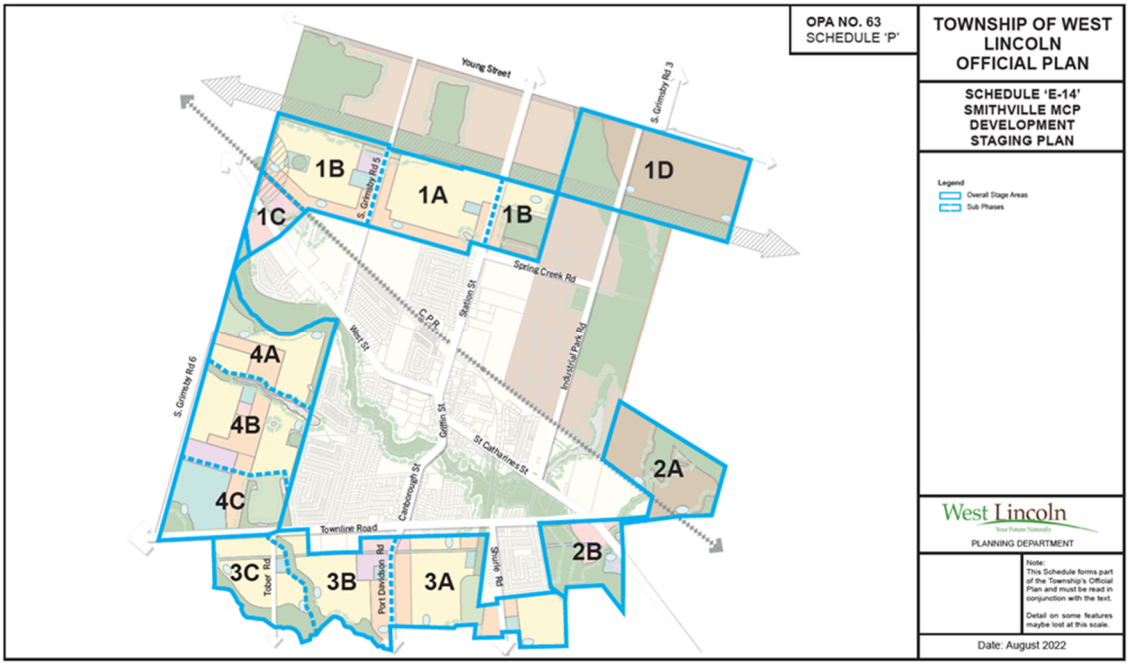


Figure ES 1 Development Staging Plan

The Master Community Plan is a 30-year plan for accommodating growth in Smithville to 2051 through both intensification and greenfield development to achieve a complete community. To achieve the level of growth planned in a well-designed, balanced and inclusive manner, while ensuring minimal disruption to the existing community it is necessary to develop an orderly and aligned staging program for the provision of the necessary infrastructure, transportation improvements and community facilities. The

development rational and identification of infrastructure to support the development of Smithville are detailed in a series of supporting Master Plans.

Policy 6.11.7.6.3 h) of Official Plan Amendment 63 provides that “The Township may, at its sole discretion, revise the Development Staging Plan without an amendment to this Plan where circumstances warrant, such as, but not limited to, unreasonable delay by landowner(s), in order to facilitate the planned progression of growth and development in a manner that supports the implementation of the Master Community Plan.” The policies provide for an appropriate level of flexibility and provide a solid framework for implementation through more detailed Block Plans, Master Environmental Servicing Plans, and Environmental Assessment addendums, while acknowledging that future updates and changes may be needed over the 30-year time period of the plan.

The various Master Plan documents set out anticipated timescales and staging program for the design and implementation of various infrastructure requirements within Smithville. The flexibility provisions of Official Plan Amendment 63 have been specifically designed to reflect the need to accommodate changes and adjustment that can occur over the 30-year planning horizon of the Master Community Plan. Official Plan Amendment 63 recommendations were presented to the public, Council, and the landowners on multiple occasions including: the Public Meeting, Council Decision of Official Plan Amendment 63, and Technical Advisory Committee meetings as late as December 16, 2022.

As part of the Township’s Official Plan, additional flexibility is provided through periodic review and updating of the plan and policies over the 30-year planning horizon of the plan.

Planning Policy Context

The provincial, regional, and municipal planning framework directs that future population, housing and employment growth shall be focused in urban settlement areas with municipal services and accommodated through infilling and intensification balanced with compact development in greenfield areas.

Several key provincial planning policies have been reviewed in depth to support the Smithville Master Community Plan including the Provincial Policy Statement and a Place to Grow: Growth Plan for the Greater Golden Horseshoe. The Smithville Master Community Plan process has been completed to be consistent with the Provincial Policy Statement. The Provincial Policy Statement has also been reviewed in the development of municipal infrastructure servicing strategies in support of the Smithville Master Community Plan.

As a lower tier municipality, the Township of West Lincoln and development within Smithville are subject to Niagara Region's Official Plan and Sewage Policy. The Smithville Master Community Plan has been completed in keeping with the policies of the Niagara Region Official Plan. The Secondary Plan for the urban boundary expansion implements the new urban boundaries for Smithville in the new Niagara Region Official Plan as identified in Official Plan Amendments No. 62 and No. 63 to the Township's Official Plan. Other Master Plan documents have been utilised to identify key recommendations for servicing within transportation, water and wastewater systems.

At the Township level, The Township's Official Plan and a number of related plans, documents, and Master Plans were reviewed to support the Smithville Master Community Plan. The Township of West Lincoln Master and Secondary Plans have been reviewed in the development of Municipal infrastructure servicing strategies in support of the Smithville Master Community Plan. Current Parks and Recreation, and Trails and Corridors Master Plans were considered in the development of alternative and preferred Master Community Plan development concepts. The proposed municipal infrastructure servicing strategies have also been reviewed in the context of the Source Protection Plan for the Niagara Peninsula Source Protection Area.

Problem or Opportunity Statement

Smithville is a vibrant community – the area is filled with cultural heritage, natural environmental features and is the largest settlement area and the only full-serviced urban centre in the Township of West Lincoln. Dramatic growth in the Greater Golden Horseshoe over the next three decades will place increasing demands on residential and commercial facilities across the Township. Current servicing capacities of transportation, municipal water and wastewater, and stormwater management systems are insufficient to accommodate this planned growth and does not exist within future development lands. This urban expansion provides an opportunity to create a sustainable, compact, complete and resilient Smithville community. The integration of the planning and Class Environmental Assessment processes also streamlines the municipal planning and infrastructure planning processes, allowing land use planning decisions to occur at the same time as evaluating infrastructure servicing alternatives and associated works.

Population Growth Forecasts

As of the 2021 census, the estimated population for the Smithville Urban Area was 7140. The Township intends to accommodate the population and employment growth forecasts provided for the Township of West Lincoln in the Niagara Region Official Plan which are based on projections to the year 2051 provided in the Growth Plan. The

Niagara Region Official Plan directs the Township of West Lincoln to plan for a total population of 38,370 people and for total employment of 10,480 jobs by 2051 of which 29,030 people and 7,360 jobs will be in Smithville.

Master Plan Development

The Master Community Plan is intended to guide and direct future sustainable development in the Smithville urban expansion area and through intensification of the built-up area over the next 30 years; it will be implemented through three Master Servicing Plans, transportation, water and wastewater, and stormwater management, as well as the Subwatershed Study. The goal of these plans is to ensure that future development proposals align with the Preferred Land Use and Concept Plan and the objectives, strategies, targets, and policies of the Master Community Plan.

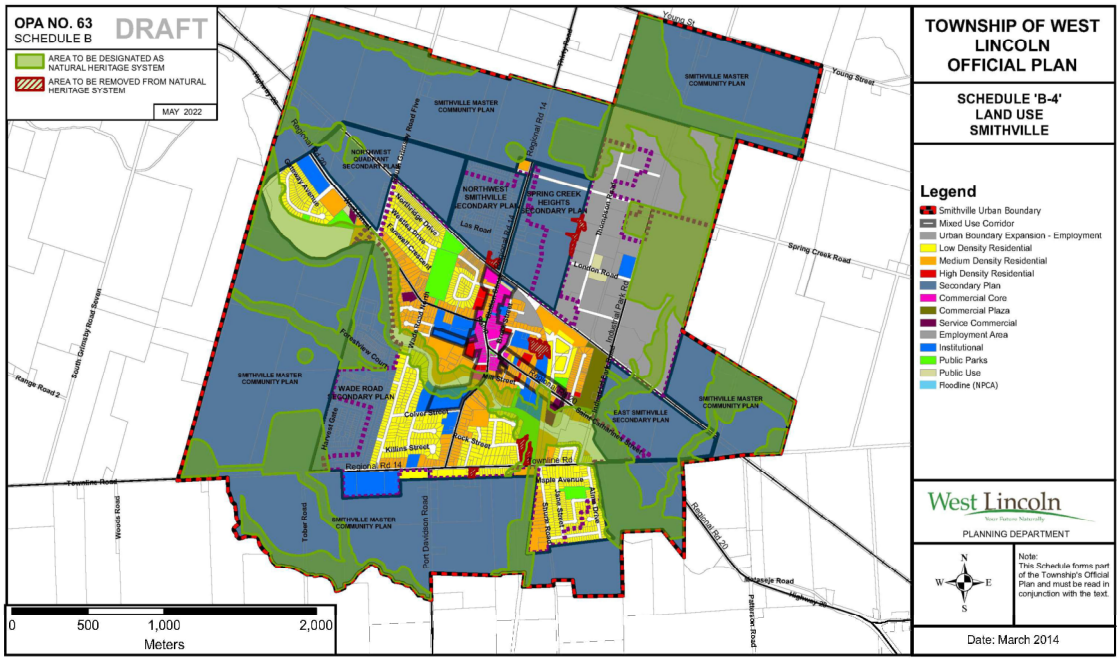


Figure ES 2 -Existing Land Use

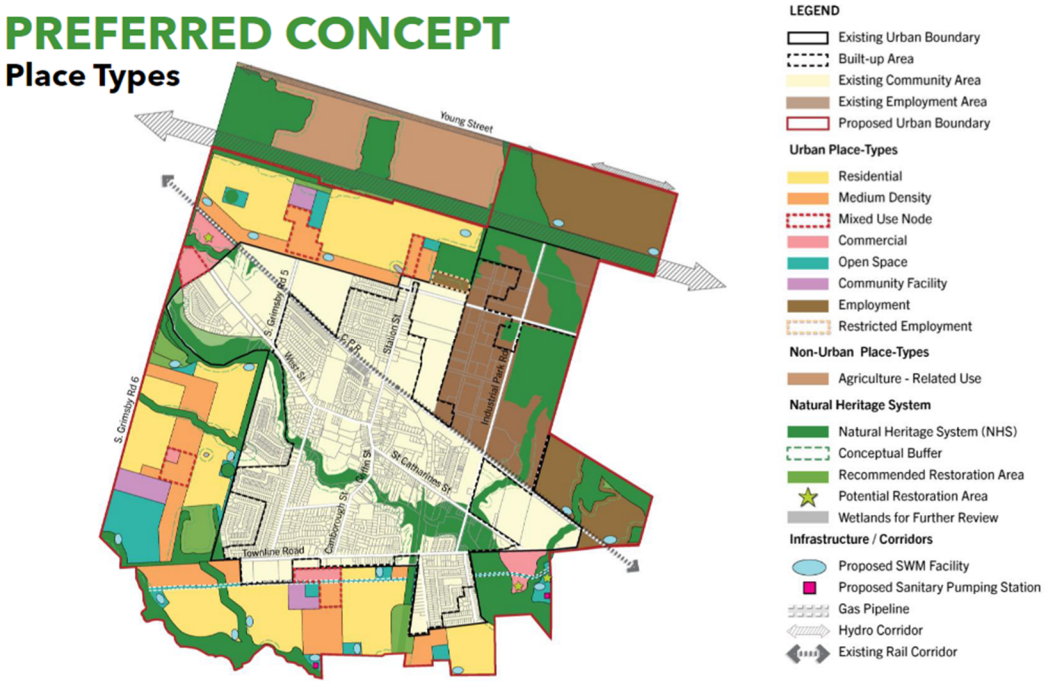


Figure ES 3 Preferred Concept Plan

Transportation

Smithville currently has a transportation network that is developed around two regional roads, Highway 20 running east/west and Thirty Road which provides a connection to the Queen Elizabeth Way to the north. In addition to these roads the CP rail line also runs through the Smithville Urban Settlement Area in an east/west alignment, which currently includes three at grade crossings. The Smithville Urban Settlement Area has additional secondary arterial roads providing connections around town including Townline/Regional Road 14 and Canborough Street/Regional Road 14. In addition to the road network there are a series of off street trails that provide cycling and pedestrian connections to some of the existing facilities across the town, although there are a number of gaps in this network.

Forecasted growth required an assessment of the existing road network and traffic patterns to understand what the possible impacts of the new development could be. This exercise was conducted using a traffic model which is developed to replicate existing traffic conditions on the community's road network and then forecast the growth in trips across the network as a result of the new development. This assessment was conducted using two modeling software packages, Aimsun and Equilibre Multimodal Multimodal Equilibrium.

The proposed development planned out to 2051 and presented in **Figure ES 2** and **Figure ES 3** when modeled indicate that the existing road network was insufficient to provide a similar level of service to existing conditions. Forecasts for 2051 suggested that the performance of several intersections would fall below acceptable standards, creating significant delays. It also highlighted that several constraints existed including north/south crossing of the CP rail corridor, movements west towards Hamilton become congestion as existing roads are over capacity, and areas around the downtown also become constrained as additional local traffic is impacted by increases in regional traffic.

Figure ES 4, Figure ES 5, and **Figure ES 6** highlight the implementation plans created to address these requirements.

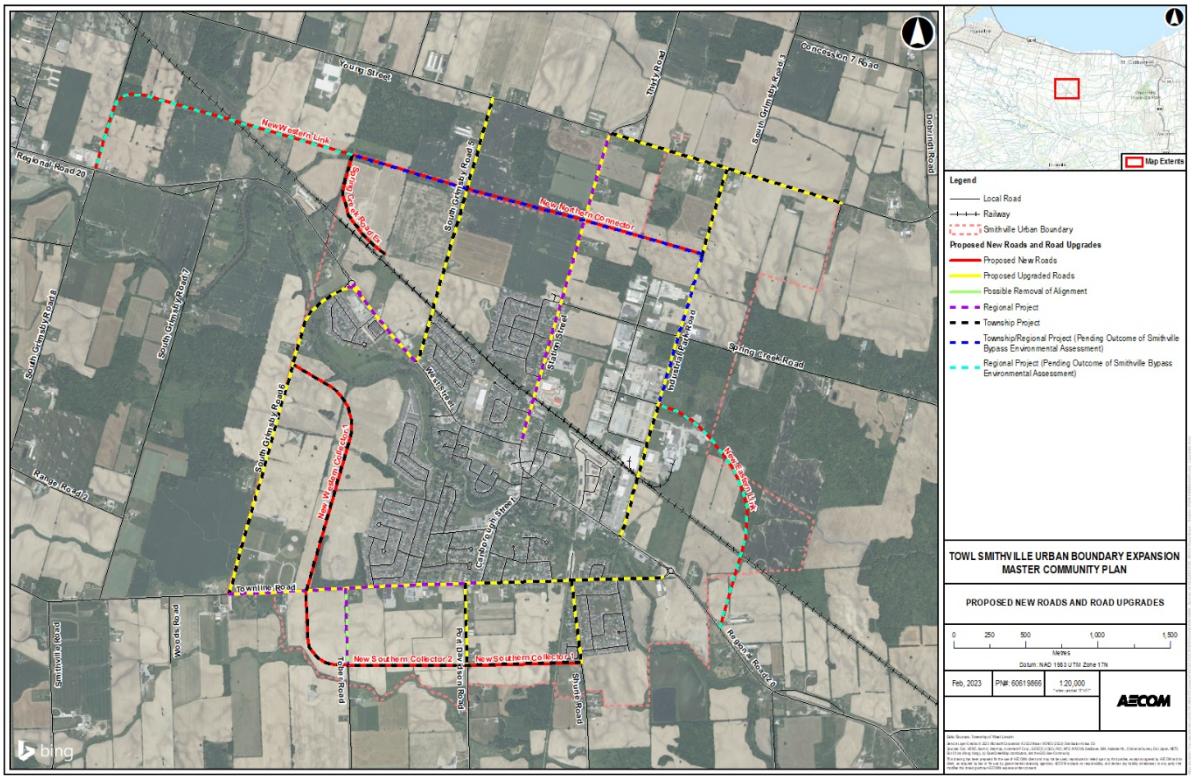


Figure ES 4 Proposed New Roads and Road Upgrades

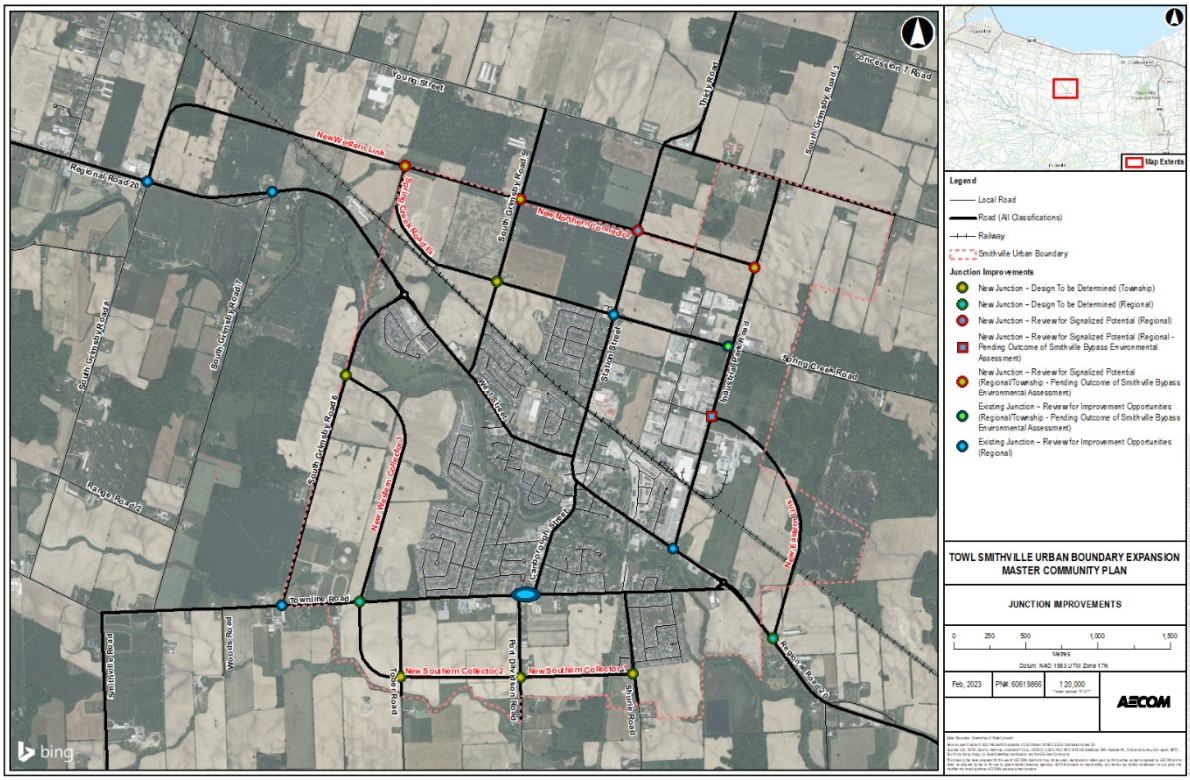


Figure ES 5 Planned Junction Improvements

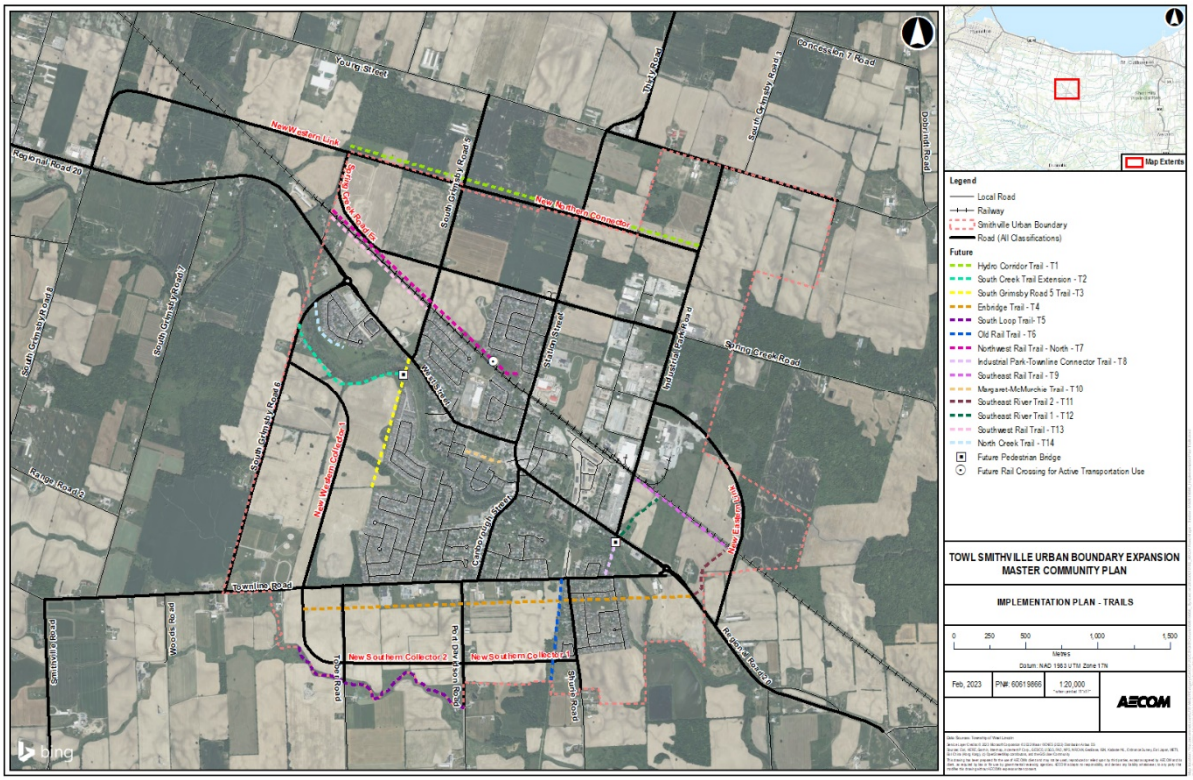


Figure ES 6 Implementation Plan – Trails

Whilst the Integrated Environmental Assessment Report will not reference the specific criteria utilised to evaluate alternative transportation strategies, this information is documented in the Transportation Master Servicing Plan.

The recommended strategy for the transportation system to accommodate the urban boundary expansion concept was identified based on the overall environment assessment results, technical feasibility, safety, ability to accommodate multiple transportation methods, and financial implications. The Transportation Master Plan was endorsed by Township Council on March 27, 2023.

The Transportation Master Plan includes a project listing of recommended transportation capital works projects to be implemented by the Township of West Lincoln and Niagara Region as the Master Community Plan develops over time. The project listing will also be used to support the Township and Region's development studies. Refer to **Appendix C** of this report for the complete Project Listings table.

Water and Wastewater

Smithville currently has a water-wastewater network that is developed around one water pumping station and two sewage pumping stations. In addition, Smithville is dependent

on an inground reservoir, an elevated storage facility and two sewer lift stations. The current overall water-wastewater system is comprised of roughly 33km of watermains and 34km of sewerlines and provides servicing to a population of 7625 and 1115 jobs. Whilst the infrastructure network within the existing urban boundary of Smithville is extensive, current imaging highlights the network as a limiting factor in population growth.

Forecasted growth required an assessment of the existing water and wastewater network to understand what the possible impacts of the new development are, this exercise was conducted using a hydraulic model which replicates existing water and wastewater conditions and servicing capacity and then forecasts the growth system usage as a result of the new development. The water hydraulic modelling analysis was completed by utilizing the InfoWater Hydraulic Model used in the Region of Niagara's Water and Wastewater Master Servicing Plan Study (2016). The wastewater hydraulic modelling analysis was completed by utilizing the Hydraulic Model used in the Region of Niagara's Baker Road Wastewater Treatment Plant Pollution Prevention Control Plan & Master Servicing Plan Update (2022)

Current urban boundary expansion plans to improve existing infrastructure center around four distinct development Stages (1-4) with each Stage requiring an individualized water and wastewater servicing strategy to both fit the needs of Township and minimize impacts.

The recommended strategy for the water wastewater system to accommodate the urban boundary expansion concept was identified based on the overall environmental assessment results, technical feasibility and financial implications. The Water and Wastewater Master Servicing Plan was endorsed by Township Council on March 27, 2023. The updated servicing strategy for the Stage 1 Area to mitigate impacts on the Smithville PCB Contamination Site was endorsed by Township Council in 2026.

The following section provides the list of preferred options for each stage's wastewater servicing strategy.

Stage	Preferred Water Servicing Strategy	Preferred Wastewater Servicing Strategy
1	S1W1	S1WW1R
2	S2W2	S2WW1
3	S3W1	S3WW1A, S3-FM1B, S3WW2A
4	S4W3	S4WW1, S4-FM2

Figure ES 7 and **Figure ES 8** present the preferred water and wastewater servicing strategy, respectively

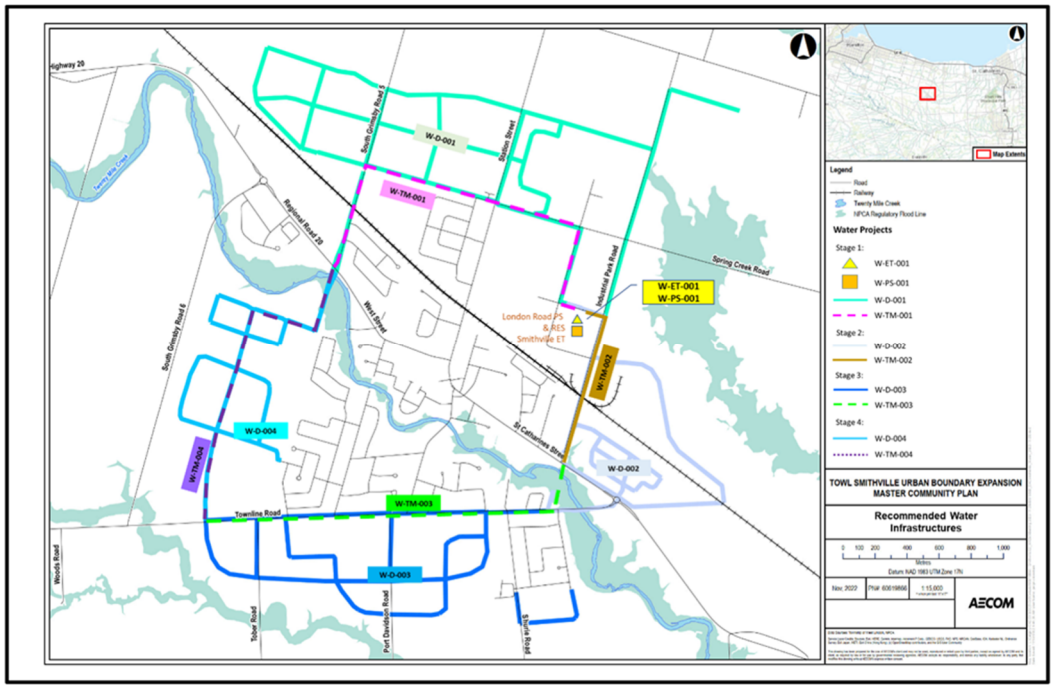


Figure ES 7 Preferred Water Servicing Strategy

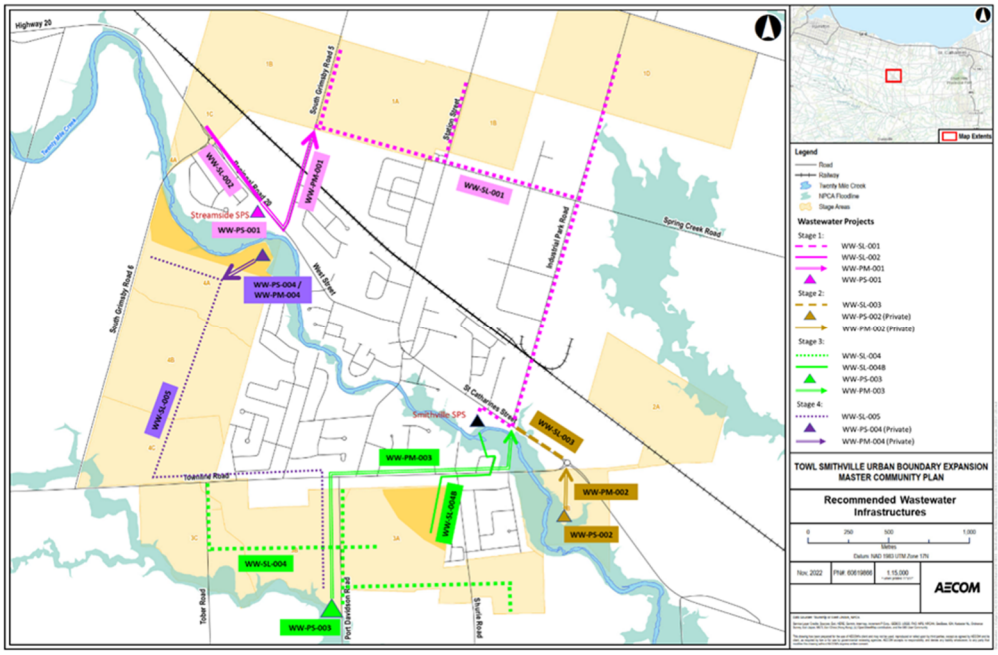


Figure ES 8 Preferred Wastewater Servicing Strategy (2023)

Whilst the Integrated Environmental Assessment Report will not reference the matrices utilised to evaluate alternative water and wastewater strategies, this information is documented in the Water-Wastewater Master Servicing Plan.

The Water-Wastewater Master Servicing Plan includes a project listing of recommended water and wastewater capital works projects to be implemented by the Township of West Lincoln and Niagara Region as the Master Community Plan develops over time. The project listing will also be used to support the Township and Region's development studies. Refer to **Appendix D** of this report for the complete Project Listings table.

PCB Contamination Site

In August 2023 the MCP project team was made aware of MECP groundwater monitoring requirements and approvals in relation to the proposed deep gravity sewer (to be constructed in bedrock) and Township of West Lincoln Official Plan Section 4.9 (d) Special Provisions (i) Area 4 dictates that "Special Policy Area 4 (SPA 4) includes all designated industrial lands within 500 metres of the intersection of Spring Creek Road and Thompson Road, as shown on Schedule "A", Map 2. Drilling, vibration, blasting, bedrock excavation and taking of groundwater shall be restricted and may only be undertaken subject to a professional assessment of such activities and the approval of the Ministry of Environment."

Specifically Official Plan Section 6.10 Employment Area, Subsection 6.10.4 Employment Area Policies, item g) dictates that “All designated employment lands within 500 metres of the intersection of Spring Creek Road and Thompson Road, as shown on the land use plan shall be subject to the following provision: drilling, vibration, blasting, bedrock excavation and taking of groundwater shall be restricted and may only be undertaken subject to a professional assessment of such activities and the approval of the Ministry of Environment.”

The Smithville PCB Contamination Site, located in the Niagara Region of Ontario, is a legacy hazardous waste site stemming from operations by Chemical Waste Management Ltd. during the late 1970s and early 1980s. Improper handling and disposal of polychlorinated biphenyls (PCBs), trichlorobenzene (TCB), and tetrachloroethylene (TCE) led to extensive contamination of soil and groundwater, with pollutants migrating into the underlying fractured dolostone aquifer. Since 1985, a multi-phase remediation strategy led by the Ontario Ministry of the Environment has been implemented. This includes waste removal, thermal treatment of impacted soils, engineered containment, and a groundwater pump-and-treat system designed to control contaminant plumes.

Despite significant remediation progress, persistent non-aqueous phase liquids (NAPLs) within the bedrock continue to pose long-term environmental risks, necessitating ongoing monitoring and management to protect human health and the surrounding ecosystem. Over the course of several months, the Project Team worked closely with Ministry of the Environment, Conservation and Parks to discuss potential routing alignments and wastewater pumping options to minimize impacts on the PCB contamination site.

WW-SL-001R

Following the discussions with Ministry of the Environment, Conservation and Parks, Option 4 was the selected configuration (WW-SL-001R) which involves a new centralized SPS within the Stage 1 Area and a new 750mm forcemain to connect to the Grimsby Sanitary Sewer System as illustrated in Figure ES-9. This option allows for a phased strategy and additional time for the Region to plan and implement the future 750mm forcemain as part of the Smithville Sanitary Pumping Station Upgrades. This strategy will also allow the Township / Region to service the future system beyond 2051 should another urban boundary expansion be implemented. For the interim wastewater servicing to meet the short-term wastewater servicing needs, the Region will temporarily implement Option 3, as illustrated in Figure ES-10, and will ultimately implement Option 4. The interim Option 3 will involve the utilization of the existing forcemain up to the maximum capacity by increasing pump capacity at the existing station. As the ultimate capacity for the new Centralized SPS will be greater than 170 L/s, it is therefore

considered a Regional infrastructure project that will be captured within the next update to the Region's Development Charges program for implementation. The Township will be responsible for obtaining the SPS land through the planning application process which will ultimately be transferred to the Region. The preferred wastewater servicing strategy was renamed WW-SL-001R.

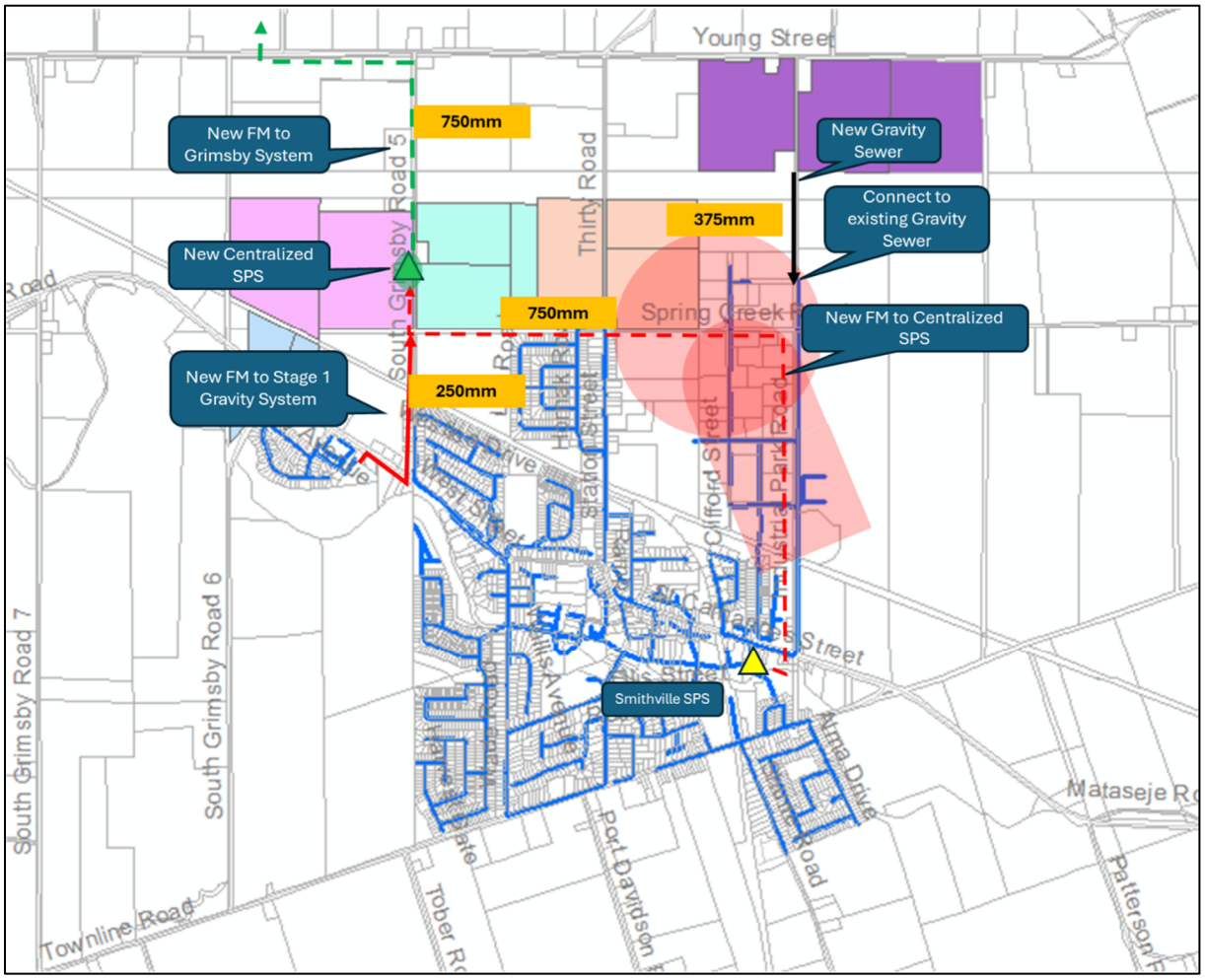


Figure ES 9 Option 4 – Ultimate Solution

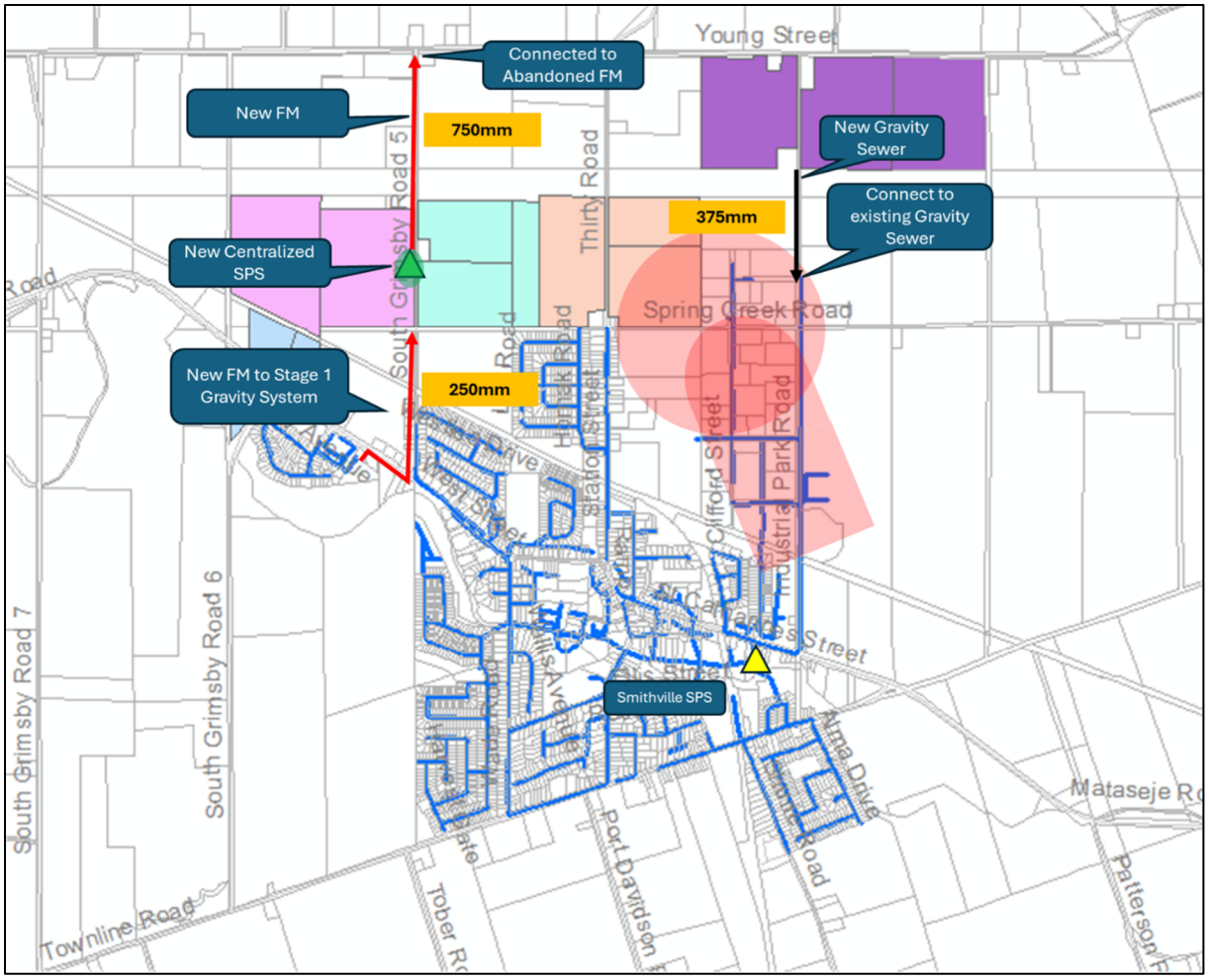


Figure ES 10 Option 3 – Interim Solution

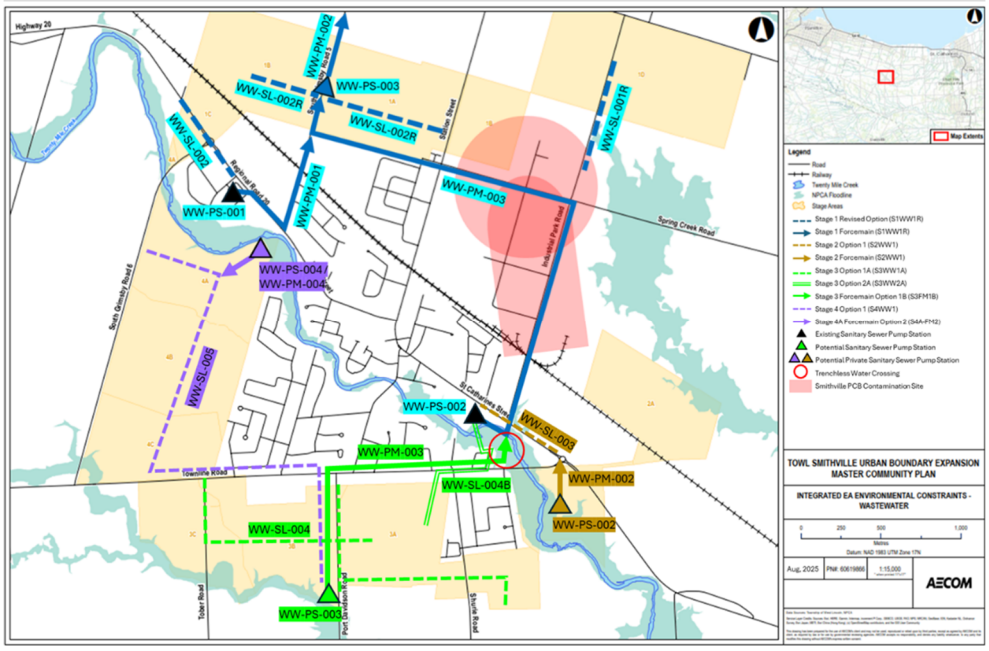


Figure ES-11 Preferred Wastewater Servicing Strategy (2025)

Subwatershed Study

In addition to guiding the Master Community Plan land use concept/policy planning and Official Plan Amendment process, the Subwatershed Study also supported the Integrated Municipal Class Environmental Assessment planning process that followed specific steps outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (as amended in 2015) and outlined in section A.2.9.3.

The Subwatershed Study has been completed in three (3) phases corresponding to Subwatershed “Characterization and Integration”, “Impact Assessment”, and “Management, Implementation, and Monitoring Plan”. The Subwatershed Study analyses and findings have provided inputs to the Municipal Class Environmental Assessment Phase 1 Problem/Opportunity Statement, in addition to Municipal Class Environmental Assessment Phase 2 Existing Conditions and Alternatives Evaluations where applicable. The Subwatershed Study includes the preparation of a Stormwater Management Master Plan, which establishes the stormwater management requirements for the future intensification and infill areas within urban Smithville. The Subwatershed Study and the Stormwater Management Master Plan was endorsed by Township Council on March 27,2023.

With respect to alternative solutions, various technologies and practices have been considered to address the stormwater management criteria as per current (2003)

Ministry of the Environment, Conservation, and Parks criteria and emerging guidance for providing a treatment-train for stormwater management combining controls at source and end-of-pipe noted in the Phase 2: Impact Assessment Subwatershed Study, some of these may include: wet end-of-pipe facilities (i.e. wetlands, wet ponds, hybrid facilities), vegetated technologies (i.e. grassed swales, buffer strips, etc.), oil/grit separators, bioswales/biofilters, and infiltration trenches.

Approaches for thermal control: Low Impact Development Infiltration Best Management Practices, urban terrestrial canopy (also Natural Heritage System), facility shading (includes orientation and length/width ratio), facility cooling trenches, facility bottom draws, stormwater management facility orientation, Concrete Sewer System, Underground Storage Facilities, Green & White roofs, Floating Islands, and other measures.

It should be noted that preliminary stormwater management facility locations have been determined based upon study area topography and within Master Community Plan park – open space blocks and that these, including Stormwater Management Facilities are conceptually shown on Figure ES-2 . Similarly storm sewer alignments follow the preferred Master Community Plan road network and in some cases existing roads and easements.

Once Official Plan Amendment 63 is approved under the Planning Act (subject to no appeals or following the resolution of appeals) select Schedule B projects (e.g. new Stormwater Management Facility, where property is required) are automatically approved as Schedule A projects. This also aligns with Municipal Class Environmental Assessment document Appendix 1 Project Schedules, (Schedule A Wastewater Protect # 17) “the construction of stormwater facilities establishment which are required as a condition of site plan, consent plan, plan of subdivision or condominium which come into effect under the Planning Act prior to construction of the facility” are automatically approved. It is also important to note that any change in infrastructure location (example Stormwater Management Facility) would be documented in a Master Environmental Servicing Plan and Municipal Class Environmental Assessment Addendum process in conjunction with the Block Plan process.

Implementation Plan

As identified in the Phase 3 Subwatershed Study, the urban expansion area for the Community of Smithville has been organized into contiguous blocks, representing areas with common infrastructure for servicing and transportation. At the next stage of planning, the land use for the blocks will be refined to develop more detail for the respective Block Plans. These Block Plans may represent the individual blocks identified, or encompass contiguous groups of blocks, depending upon the timing of

development for the respective blocks and servicing and transportation infrastructure. The Block Plans are to be supported by Master Environmental Servicing Plans (Master Environmental Servicing Plans) which will be guided by the Terms of Reference (provided under separate cover)

Property Requirements

The majority of planned infrastructure will be located within future development blocks in addition to existing and future roads and easements. Specific to the water servicing strategy, temporary easements have been identified related to the watermain crossing on Twenty Mile Creek at South Grimsby Road 5 and Regional Road 20 (West Street) in addition to Industrial Park Road at Regional Road 20 (St Catharines Street) as shown on **Figure ES 1** and **Figure ES** . A permanent easement has also been identified related to the watermain crossing on Twenty Mile Creek at South Grimsby Road 5 and Regional Road 20 (West Street) as shown in Figure ES-10. It is accordingly recommended that the Township approach the affected land owners who secured the temporary easements so that the watermains can be constructed at the appropriate time. It is also recognized that future temporary or permanent easements may be identified through the future Block Plan and Master Environmental Servicing Plan process.

With respect to wastewater pumping facilities (or SPSs) the Water and Wastewater Master Plan identifies need for a new wastewater pumping station in the Master Community Plan South area for which land will be acquired through the land development application process. The recent “Smithville MCP North Area Wastewater Servicing Strategy Update Memorandum” has also identified the need for a new wastewater pumping station for the Smithville Master Community Plan North Area for which land will be acquired through the land development application process. It is assumed that the new SPS will be sited within the North Community Area Land Use Plan on either the east side or west side of South Grimsby Road 5.

The Centralized SPS location will be determined in consultation with potentially affected landowners through the future plan of subdivision land dedication on either the east or west side of South Grimsby Road 5 - dependent on which lands are developed first. The affected landowner for the property on the west side (A) of South Grimsby Road 5 at this time does not have any plans to submit a development application in the near future. Regarding the east side (B) of South Grimsby Road 5 was notified of the proposed SPS within the Medium Density Block and did not raise any concerns at the time, however they are not at the plan of subdivision pre-consultation stage. The affected

property owner north of B (C) also expressed willingness to host the SPS through future discussions.

In terms of land requirements, a minimum parcel size of 40 x 80 meters (plus temporary easements during construction) will be needed. This site size would also be sufficient to accommodate the ultimate Master Community Plan planning horizon beyond 2051 and allow for expansion to the SPS if required in the future. The parcel size would also accommodate SPS expansion related to achieving higher densities than planned.

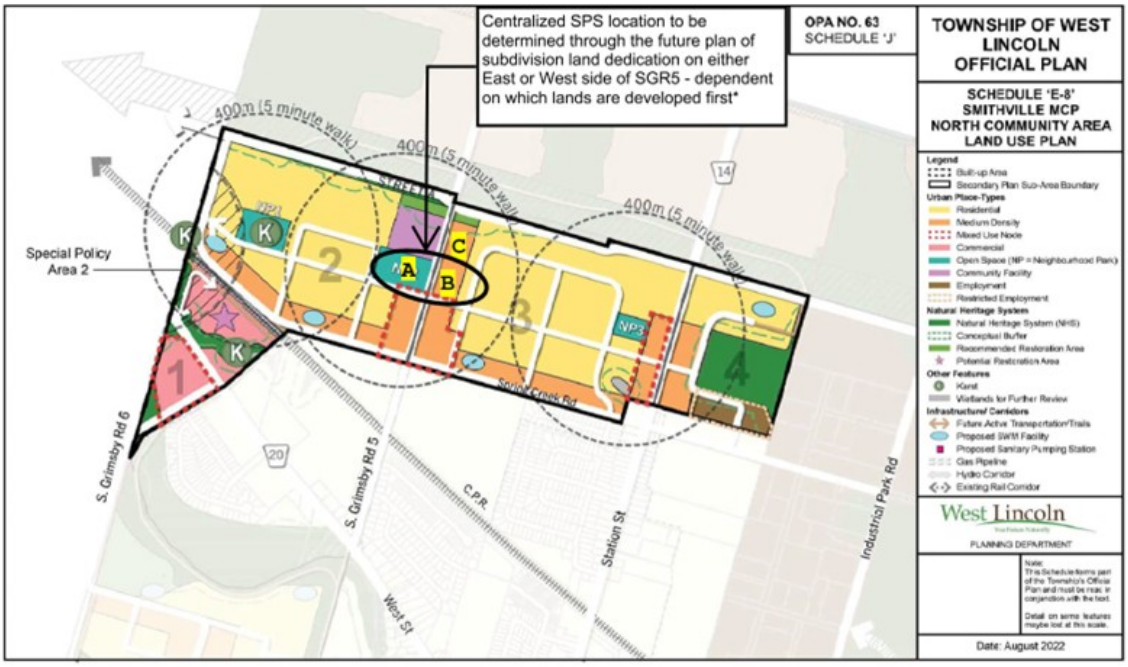


Figure ES-Error! No text of specified style in document.12 Schedule E-8, North Community Land Use Plan – SPS Siting Options

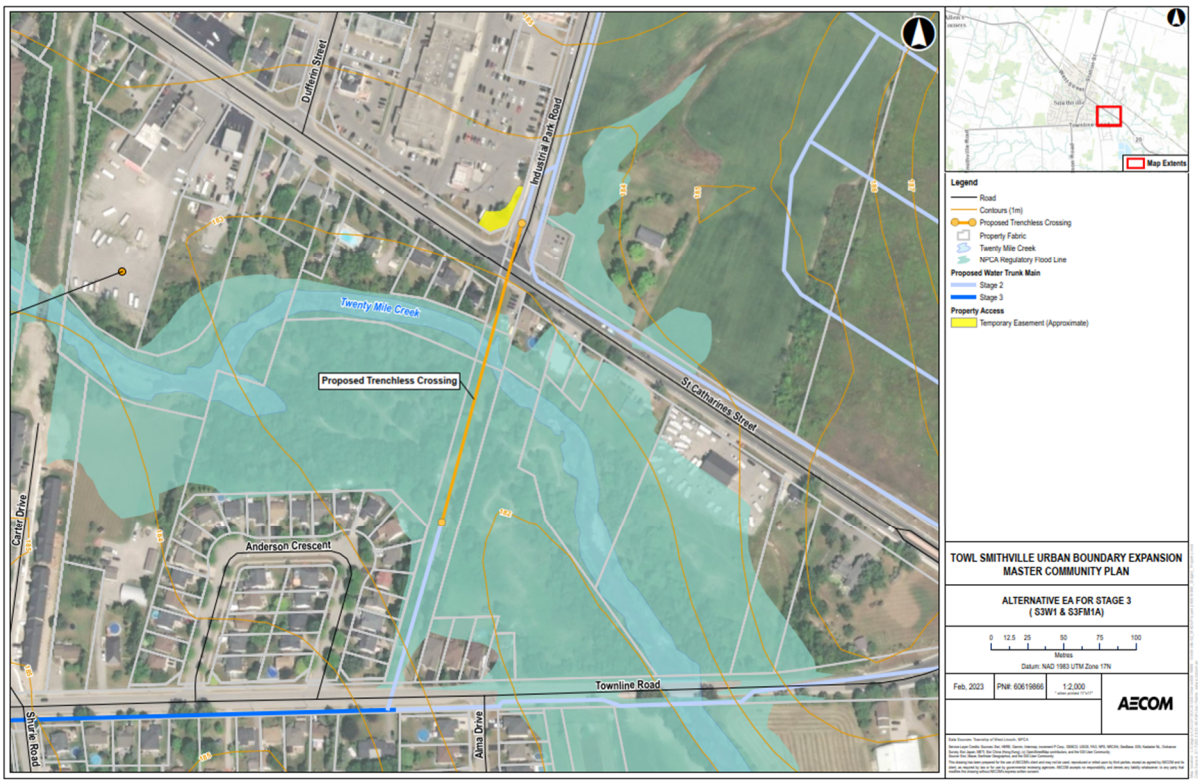


Figure ES 13 Stage 3 Property Requirements

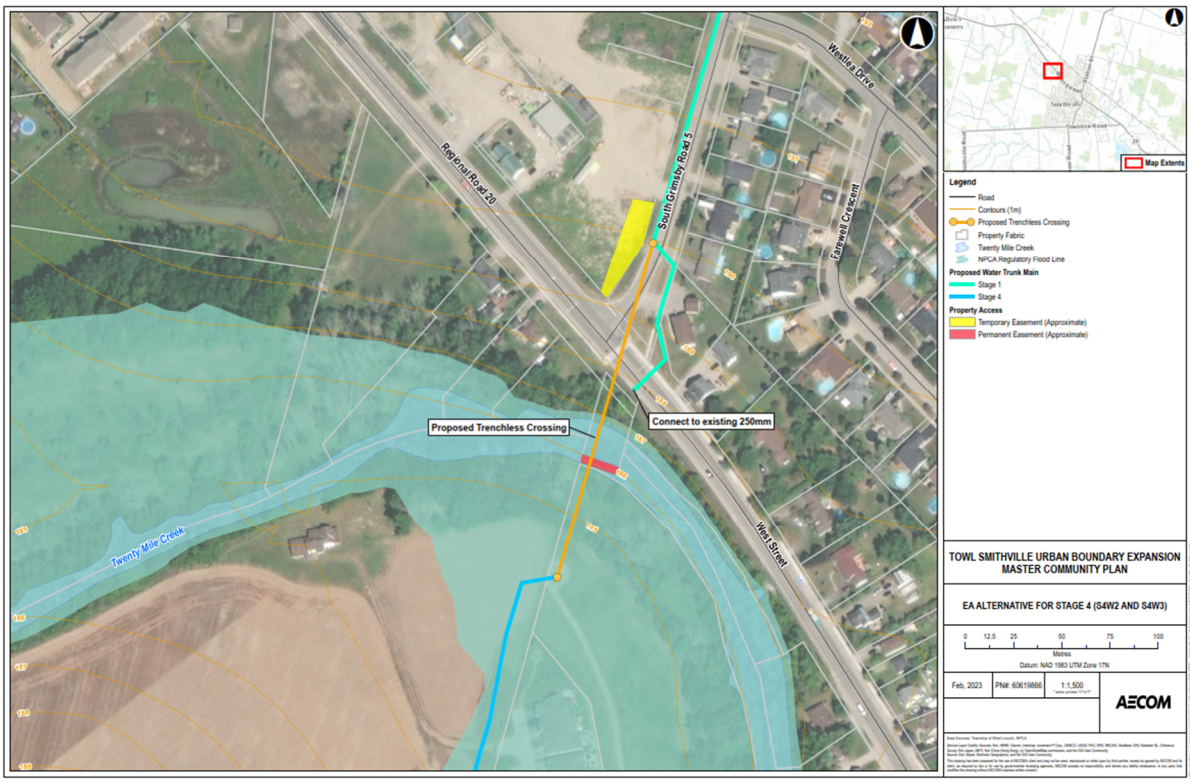


Figure ES 14 Stage 4 Property Requirements

Potential Impacts and Recommended Mitigation Measures

Impacts related to construction of the recommended transportation, water, wastewater and stormwater projects will be largely limited to the duration and location of construction.

Based on the preferred municipal infrastructure servicing strategies and proposed construction techniques, construction is expected to have varied effects on the environment and community. Efforts to minimize impacts such as loss or disruption to terrestrial and aquatic natural heritage features, land use disturbances, noise and vibration, traffic flow and property access disruptions will be made by implementing standard construction and best management practices that will be further developed during the Block Plan and Master Environmental Servicing Plan processes as well as preliminary and detailed design phases by means of further studies and permit applications, where applicable.

Community and Stakeholder Engagement

Community and stakeholder engagement has been undertaken strategic points along the project schedule, and included:

- With respect to Planning Act and Municipal Class Environmental Assessment integration consultation, coordinated Planning Act/Class Environmental Assessment public notices were sent out and presentations to Township Council were made with all disciplines present.
- Public Information Centres (in-person/ virtual) - to provide information about the project to the community. Public Information Centres also facilitate dialogue between the Township, consultant team and members of the public. These events are important milestones to seek community feedback to improve our work. There were a total of four Public Information Centres being held throughout the duration of this study.
- Plansmithville.ca – virtual engagement platform with project information and the opportunity to provide feedback on various aspects of the project.

- In addition to the Steering Committee, a Technical Advisory Committee was formed which further spawned sub Technical Advisory Committees that also helped focus individual disciplines. This also included a number of meetings with landowner representatives and their consultants to review the recommended servicing strategies and staging. Technical Advisory Committee workshops with stakeholders such as Niagara Region Public Works and Planning, Niagara Peninsula Conservation Authority, and landowner group representatives – were held at strategic points in the project timeline to review and comment on technical work prior to supporting decisions and presentation to the public.

- Other meetings held with stakeholders, including the school boards, Municipal of Ministry Affairs and Housing, and Hydro One and Niagara Peninsula Energy Inc. to provide an opportunity early in the planning process to comment on how land uses are conceptually integrated into the Master Community Plan.
- Local Indigenous Communities and organizations were notified as part of the integrated Municipal Class Environmental Assessment consultation process that included issuance of all notifications (e.g., study commencement and Public Information Centre notices). Local Indigenous Communities and organizations were also offered the opportunity to meet to confirm their interests in the Master Community Plan Integrated Environmental Assessment process and how they would like to be engaged. Follow-up reminders were also issued to the Indigenous groups on the contact list informing them of the anticipated date of issuance for the Notice of Completion with an opportunity to ask any questions/ provide feedback prior to that date.

Conclusions

This Municipal Class Environmental Assessment Study, including Smithville MCP North Area Wastewater Servicing Strategy Update Memorandum fulfills the requirements for

Schedule B projects as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment Guide. Consultation requirements of The Municipal Class Environmental Assessment process have been fulfilled through consultation with stakeholders, review agencies, and local Indigenous Communities, and the submission of this Integrated Environmental Assessment report. Subject to no appeals, or following the resolution of appeals, to Niagara Region's decision on Official Plan Amendment 63 the proposed transportation, water and wastewater and stormwater infrastructure works may proceed to the Block Plan and Master Environmental Servicing Plan as well as the design and property acquisition (temporary easements) phases. Lastly, it is noted that select Schedule C projects as identified in the Transportation Master Servicing Plan (e.g., Townline Road widening improvements and Smithville By-pass) will be addressed through separate Schedule C planning processes that will use the Transportation Master Servicing Plan to address Phases 1 and 2 of the Municipal Class Environmental Assessment process.

REPORT

GROWTH AND SUSTAINABILITY COMMITTEE

DATE: March 2, 2026

REPORT NO: PD-01-2026

SUBJECT: **Recommendation Report – 132 College Street - Official Plan Amendment File No. 1701-002-25; Zoning By-law Amendment File No. 1601-004-25; Draft Plan of Subdivision File No. 2000-002-25; Draft Plan of Phased Condominium File No. 2000-003-25CDM**

CONTACT: Susan Smyth, Manager, Community Planning and Design
Gerrit Boerema, Director, Growth and Sustainability

OVERVIEW:

- Applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Phased Condominium, and Site Plan Approval have been submitted by NPG Planning Solutions (Agent/Consultant) on behalf of 2853972 Ontario Inc. (Phelps Homes) (Owner/Applicant).
- The proposed development consists of a Draft Plan of Subdivision for 13 street townhouse dwelling units with lot frontages on Morgan Avenue and Draft Plan of Phased Condominium in the former College Street Public School for 144 stacked townhouse dwelling units on an internal private street.
- An Official Plan Amendment is required to increase the density of the street townhouse dwelling units fronting on Morgan Avenue to a maximum of 50 units per hectare whereas the Official Plan Amendment (OPA) 54 and the Secondary Plan identified a maximum 40 units per hectare.
- Amendments to the Zoning By-law is required to facilitate the development including the reduction in the interior side yard; reduction in the separation distance between dwellings on the same lot; permit 16 stacked townhouse dwelling units per block; reduced lot area per unit; increased projections for balconies/decks; reduced garage width; reduced parking for stacked townhouse dwelling units; reduced setback for private parking on private street to a public road and to side or rear lot line; and reduced planting strip.
- The 13 street townhouse dwelling units fronting on Morgan Avenue will be subject to future application for Part Lot Control to legally separate the units.
- A Public Meeting was held on August 11, 2025, and the Information Report, PD-31-2025, provides the details of the proposal and description of the technical studies that were completed to support the proposed development.

- Comments received at the Public Meeting regarding the reduced parking for the stacked townhouse dwelling units precipitated the Township to retain a consultant (CIMA+) to peer review the parking analysis prepared by Paradigm to confirm the appropriateness of the recommendations for a reduced parking rate.
- Upon review of the applications against the Provincial, Regional and Local policies, as well as consideration of the Committee, external agencies, and the public comments, Planning Staff are satisfied that matters pertaining to the development area adequately addressed and recommend approval of the applications subject to the conditions of draft plan approval for the subdivision and phased condominium found in Schedule D and E of this report.

RECOMMENDATION:

1. That, Recommendation Report PD-01-2026, titled "Recommendation Report: 132 College Street – Official Plan Amendment (File No. 1701-002-25); Zoning By-law Amendment (File No. 1601-004-25); Draft Plan of Subdivision (File No. 2000-002-25); Draft Plan of Phased Condominium (File No. 2000-003-25CDM)", dated March 2, 2026, be received; and,
2. That, Application for Official Plan Amendment (File No. 1701-002-25) be approved as found in Schedule C; and,
3. That, Application for Zoning By-law Amendment (File No. 1601-004-25) be approved as found in Schedule D; and,
4. That, Application for Draft Plan of Subdivision Approval (File No. 2000-002-25), be approved in accordance with the provisions of the Planning Act, R.S.O, 1990, c. P. 13, and regulations thereunder, subject to the draft plan approval conditions contained in Schedule E; and,
5. That, Application for Draft Plan of Phased Condominium Approval (File No. 2000-003-25CDM), be approved in accordance with the provisions of the Planning Act, R.S.O, 1990, c. P. 13, and regulations thereunder, subject to the draft plan approval conditions contained in Schedule F; and,
6. That, the Applicant is advised that the Township's draft approval of this Plan of Subdivision and Draft Plan of Phased Condominium will lapse three years from the date of approval unless the Township Council grants an extension of the approval period prior to the lapsing date. If an extension is requested, an updated review will occur and revisions to the conditions of draft plan approval may be necessary at that time.

ALIGNMENT TO STRATEGIC PLAN:
Theme # 1 and 2

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

BACKGROUND:

The subject lands are located on the east side of College Street and south of Morgan Avenue. The lands were formerly an institutional use (elementary school) referred as the College Street Public School located at 132 College Street. The school was demolished in January 2025 and is vacant. Refer to Figure 1 for the location of the subject lands.

Figure 1: Location of Subject Lands

Official Plan Amendment (OPA-54) (By-law 2020-100) and Zoning By-law Amendment (By-law 2020-101) for 132 College Street was approved in October 2020. The OPA changed a portion of the Institutional use to Medium Density Residential and a portion to Residential/Mixed Use Area with Special Policy 6.11.8 allowing a gross density greater than 40 units per hectare.

The Zoning By-law Amendment rezoned a portion of the subject lands from Institutional 'I' to 'RM2' Residential Medium Density for lands that fronted on Morgan Avenue. A second portion of the lands were rezoned from Institutional 'I' to 'RM3-194' Residential Medium Density with a site-specific exception to permit mixed use development by enabling service commercial uses to be established on the ground floor with residential uses above. The final portion of the subject lands were rezoned from 'RM2' Residential Medium Density to 'RM3' Residential Medium Density to permit denser form of townhouses than the RM2 zone currently permits.

CURRENT SITUATION:

To facilitate the proposed development, applications to amend the Official Plan and Zoning By-law are required to permit the medium density residential uses. The Draft Plan of Subdivision contains one block consisting of 13 street townhouse dwelling units which will be divided by part lot control in the future. The retained portion of the subject lands will form the Draft Plan of Phased Condominium containing144 stacked townhouse dwelling units of which is planned to be registered in five phases and will be subject to Site Plan Approval.

Refer to Schedule A for the Draft Plan of Subdivision and Schedule B for the Draft Plan of Phased Condominium.

The Official Plan Amendment Application was submitted for an increase to the density. The proposed 13 street townhouse dwelling units fronting on Morgan Avenue has a developable land area of 0.27 hectares and with the 13 units yields a 48.1 units per hectare rounded to 50. OPA 54 permitted a maximum of gross density of 40 units per hectare on this portion of the lands.

The balance of the lands, propose nine blocks containing 144 stacked townhouse dwelling units located on a condominium private road with a developable land area of 1.69 hectares. The 144 units yields a planned density of 85.2 units per hectare exceeding the minimum special policy density identified in OPA 54 with a minimum of 40 units/hectare for this portion of the lands and therefore no amendment is required. Refer to Schedule C for the Official Plan Amendment and Schedule.

The Zoning By-law Amendment Application was submitted to address the site-specific zone deficiencies to facilitate the development for each portion of the subject lands. The details of the requested amendments and map schedule are provided in Schedule D.

A Public Meeting was held on August 11, 2025, and the Information Report, PD-31-2025 provided the details of the proposal and the technical studies that were completed to support the proposed development. Written and verbal comments received prior to and during the meeting have been considered and form part of the recommendation of approval.

PLANNING ANALYSIS

The proposed development and applications were evaluated against the Provincial, Regional and Local policy framework as discussed below.

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

The Planning Act provides for a land use planning system led by Provincial policy, integrating provincial interests with municipal decision making, promoting sustainable economic development in a healthy natural environment and encouraging coordination

among various interests.

The Planning Act identifies matters of Provincial interest that Council must consider in carrying out their legislative responsibilities, such as, but not limited to, the adequate provision of a full range of housing, including affordable housing, efficient use of infrastructure, protection of the natural heritage resources and agriculture, and the appropriate location of growth and development. Decisions of Council must also be consistent with provincial planning statements and conform to provincial plans and municipal official plans that are in effect.

Section 51 (24) of the Act prescribes that “in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. In this circumstance, the proposed subdivision is to serve in the public interest, not limited to the suitability of the land and its purpose to be subdivided, conforms to the official plan, adequacy of the road system, lot pattern and shape/dimension of the lot, conservation of natural resources, adequacy of utilities and municipal service and public uses.

Administration confirms that the applications and supplemental technical study information provided for the proposed development has demonstrated that the anticipated number of residential units (total of 157 dwelling units) will provide a compact built-form and facilitating range of housing types, necessary to support a diverse range of present and future residents. Many of the matters regarding accessibility for persons with disabilities will be considered as part of future building permits applications and site plan applications which are required to comply with the *Accessibility for Ontarians with Disabilities Act.*

Furthermore, the utilization of this underdeveloped piece of land located in the downtown area and proximity to a variety of commercial and service uses would complement the surrounding neighbourhood to support present and future residents.

The subject lands through the Constraints Analysis prepared by GEI, found that the lands are free from natural heritage features and no concerns for natural heritage resources.

In terms of the adequacy of utilities and municipal services, the Functional Service Report prepared by Landsmith Engineering shows that the subject lands have access to adequate municipal services. Confirmation of capacity will be addressed through site plan and the engineering review as per the proposed conditions of approval.

The lands are situated near existing schools, with the Smithville Public School, being an elementary school, located approximately 1 kilometre south of the subject lands on the northwest corner of Canborough Street and Colver Street. There are no public secondary schools located in proximity to the subject lands however Smithville Christian School is also located 1 kilometre south.

The proposed development applications have regard for matters of public interest and considerations for Plans of Subdivision and Phased Condominium and considered to comply with the provisions of the Planning Act.

Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS 2024) replaces the Provincial Policy Statement, 2020 and repeals A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Land use planning decisions are required to be consistent with the PPS 2024 and to direct growth to settlement areas and encourage intensification where infrastructure is planned or available. An overview of consistency to the applicable PPS policies are provided below.

Chapter 2: Building Homes, Sustainable Strong and Competitive Communities

Consistent with policy 2.1.6 and the achievement of complete communities, the proposal is offering an appropriate scale and range of housing in proximity to commercial and service uses. Granted the proposed housing form (stacked townhouse dwelling units) is uncommon to the Township since approximately 84% are single detached dwellings, the subject lands offer an opportunity to provide a different house type that is located to Regional arterial roads and cycling infrastructure.

Consistent with policy 2.2.1, the proposed development is providing a range of housing options and densities that promotes the efficient use of land with connections to existing and planned municipal infrastructure.

Consistent with policy 2.3.1, the proposed development is assisting the Township to accommodate residential growth through lands designated and available for residential development and will allow the Township to provide a supply of residential units in the urban settlement area where the focus is for growth and development.

Chapter 3: Infrastructure and Facilities

The proposed development will require an extension to the watermain on College Street and is proposed to connect into the sanitary system on Morgan Avenue. Based on the Functional Servicing Report, this site can be developed utilizing existing services, however, allocation will be confirmed through site plan and engineering review and the future Township Allocation Policy.

Policy 3.9.1 and the Township's Trails and Corridors Master Plan, the proposed development will contain a public connection from College Street through the south end of the development to connect to a potential future trail connection to Denis Drive Park along the western edge of Union Cemetery. This will be further refined during the subsequent Site Plan Approval process for the condominium development.

Consistent with policy 4.1.1, natural features on the subject lands were investigated and it

was determined that the remnant woodland does not achieve the threshold to be considered significant and not deemed to be included as a natural heritage system.

Consistent with policy 4.6.2, a Stage 1-2 Archaeological Assessment was conducted which determined that the lands are free of any archaeological resources, and no further assessment was required. A Cultural Heritage Assessment was prepared which determined the heritage integrity of the original schoolhouse was compromised due to the multiple additions during the 1900s and did not retain any cultural value. However, as recommended in the report, an opportunity to salvage, donate any commemorative features of the school or potential inclusion of commemorative plaques or place naming of the new development will be a draft condition final approval for the condominium portion of the development.

In summary, the Applications are consistent with the policies of the PPS.

Township of West Lincoln Official Plan and Niagara Region Official Plan

Bill 23 has changed Niagara Region's role in land use planning and as of March 31, 2025, the Niagara Official Plan (NOP) is no longer a Regional Plan and is an Official Plan of the twelve area municipalities in Niagara. Therefore, the Township has considered the applicable policies of the NOP alongside the Township's Official Plan (OP) for the assessment to support the achievement of complete communities and range and mix of housing units.

The proposed development contributes to accommodating a future market-based housing that can meet the needs at all stages of life. The introduction of the stacked townhouse dwelling units can cater to the different needs of the community and offer a new housing option that efficiently utilizes the land. The stacked townhouse dwelling unit style is not traditional, however it functions like an apartment style unit that offers adequate living space for new homeowners or those individuals seeking to downsize from larger homes. The street townhouses on Morgan Avenue integrate with single detached dwellings and the existing street townhouse dwelling unit styles in the surrounding area.

Section 3.5: Healthy Communities

This section provides the policies for the creation of complete communities, with the mix of densities and affordable housing options with the integration of public spaces and uses that connect residents for social integration.

The proposal would facilitate the creation of complete neighbourhoods and compact urban form by facilitating a mix of housing options including stacked and street townhouse dwellings. The proposal focuses higher density residential development in proximity to the commercial core of Smithville allowing residents to walk or cycle for their daily needs. Further, the Subject Lands are in proximity to two regional roads with existing cycling infrastructure, further encouraging residents to use active transportation modes.

Section 5: Growth Management Strategy

This section provides policies that focus on where the growth is to occur and offer a balance of diverse land uses where residents can live, work and play in their community. The policies for housing growth, housing mix, as well as the urban settlement structure provides the framework for new developments to be orderly and make efficient and appropriate use of land, infrastructure and services.

The proposal would contribute to population growth and would assist in the achievement of the growth targets for the Township by potentially adding 157 housing units in the Smithville Urban Area through intensification at a higher density. The development is located where there is access to transportation corridors, access to municipal services, proximity to community services and commercial uses, and ability to accommodate more housing units while maintaining the character of the community.

Section 6.3: Medium Density Residential

This section provides policies where new development and buildings shall not exceed a height of 3 storeys although a height of up to 4 storeys may be permitted based on policies in approved secondary plans, shall be compatible with the character and image of the surrounding community, and shall achieve a gross density of 20 and 40 (inclusive) units per hectare.

The proposed street townhouse dwelling units fronting Morgan Avenue, with a density greater than the maximum of 40 units per hectare (requested amendment to 50 units per hectare), can be supported due to its compatibility with the existing neighbourhood.

The required maximum 40 units per hectare would allow for 10 units (10 units ÷ 0.27 hectares = 37 unit/ha). With the proposed maximum density of 50 units per hectare, this allows for an increase of more 3 units (13 units ÷ 0.27 hectares = 48.1 u/ha).

The townhouses are proposed at 2 storeys, aligning with the prevailing character of the area and maintaining an appropriate transition between lower and higher-density developments.

Section 6.5: Residential/Mixed Use

This section describes lands intended for a range of housing types with building heights not exceeding 5 storeys, and subject to Site Plan Control.

The proposal would provide a stacked townhouse dwelling that is 3 storeys in height, with a gross density of approximately 86 units per hectare, which exceeds the minimum 40 unit per hectare of the site-specific provision for the lands as per OPA 54, satisfying the redevelopment at a higher density requirement.

Section 6.6: Design Policies for Residential Neighbourhoods

This section provides the policies for new development and that they should be compatible with adjacent and neighbouring built form by ensuring that the location and massing of new buildings do not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy and outdoor amenity areas. Specifically, Section 6.6.4 and 6.6.6 and the polices for compatibility for infill development and redevelopment and the design criteria for townhouses where new dwellings provide housing forms that reflect the pattern of heights of adjacent housing and similar lot coverage to ensure that the massing and scale and setbacks preserve the streetscape edge and character.

The proposal is designed to transition from a lower density form of housing along Morgan Avenue, adjacent to the existing detached dwellings, to a denser form internal to the site, adjacent to existing private road townhouse developments to the south. The lot widths for the Morgan Avenue townhouses conform to the existing zoning regulations. The exterior materials of the townhouse dwellings will be similar to achieve unity along the block face with the stacked townhouse units.

The stacked townhouse units will contain blocks that are identical in height, being 3 storeys, however, will have adequate separations between blocks to ensure massing is appropriate and does not overwhelm the development. The units are proposed to feature an exterior façade featuring a combination of brick and aluminum composite panels contributing to a visually interesting exterior while maintaining architectural cohesion throughout the development. The brick exterior serves as a traditional building material, reflective of the former school site and Smithville's history, while the aluminum composite introduces a modern aesthetic which complements the brick.

Section 8: Heritage Conservation

The policies of this section relate to the conservation of heritage resources including landscape features and archaeological resources.

As noted, an Archaeological (Stage 1 and 2) and Cultural Heritage Assessment was completed and concluded that the subject lands do not have cultural heritage value, and the integrity of the schoolhouse was compromised through multiple additions and did not retain physical or contextual value.

Section 9: Parks

This section provides policies for the consideration of park developments, or dedication of land or the acceptance of cash-in-lieu of land dedicated for park purposes or other public recreation purposes required for new development or redevelopment.

The proposal is not providing public parkland. A public walkway is proposed which would provide connectivity from the subject lands to Union Cemetery to the east. This potential connection is proposed south of Block 8 and is proposed to terminate at the east property

line of the subject lands, adjacent to Union Cemetery, providing a future connection through the cemetery to Dennis Drive Park. The Township's Trails and Corridors Master Plan shows a a primary off road trail providing public connection to Dennis Drive Park from College Street which can be either a dedication to the Township or an easement to the satisfaction of the Township. A condition has been added to the draft plan conditions of approval requiring a public walkway through the development to provide access to the park. Further details will be explored with the Owner/Applicant during the Site Plan Approval.

Section 10: Natural Heritage

This section provides policies for the protection of the natural heritage and hydrological features and avoiding any negative impacts to the function and feature.

Based on the Technical Memo prepared by GEI, the remnant woodland located on the subject lands does not achieve the threshold required to be considered as Significant Woodland or Other Woodland and as such is not deemed to be part of the Natural Heritage System or subject to the Natural Heritage System policies. As the subject lands do not feature any environmental features which would be contained within an Environmental Conservation (EC) Area, and the proposed development may be permitted without amendment to the plan.

Section 14: Infrastructure and Transportation

This section provides polices geared to the adequate infrastructure and transportation systems for community efficiency.

The proposed development has demonstrated by the completion of the Functional Servicing Report demonstrating sufficient servicing capacity for the proposed development as noted in the PPS policy analysis above.

The Applications are consistent with the Townships' Official Plan as it facilitates a mix of housing units within the urban area that is compatible with adjacent lands, the proposed density can be accommodated by existing municipal services and does not conflict with the broader policy direction Plan.

Township's Zoning By-law 2017-70, as amended

The proposed changes to the zoning are summarized below.

<u>Street Townhouse Dwelling Fronting Morgan Avenue – RM2-254</u>

Regulations	Current Zoning	Proposed Zoning
Minimum interior side yard Adjoining a lot in a low density residential zone	3m	**2.4m**

Stacked Townhouse Units on Private Condominium Road – RM3-255

For the purposes of this By-law, the following definitions shall apply to the RM3-255 site-specific zone:

Current Zoning:

DWELLING, STACKED TOWNHOUSE means a dwelling containing four (4), six (6) or eight (8) attached dwelling units and wherein pairs of dwelling units are stacked and divided vertically and each pair of dwelling units is divided horizontally from the next attached pair, and each dwelling unit has an independent entrance from the exterior of the dwelling to the interior of the dwelling unit.

Proposed Zoning:

*Stacked townhouse dwelling: means a dwelling containing up to **sixteen (16)** attached dwelling units, in which each dwelling unit can be divided horizontally and/or vertically from another dwelling unit by a common wall and in which each dwelling unit has an independent entrance from the exterior of the dwelling to the interior of the dwelling unit.*

Part 6: Section 6.3: Table 15: Regulations for Permitted Use in Medium and High Density Residential Zones

Regulations	Current Zoning	Proposed Zoning
Minimum lot area (per dwelling unit)	115 m^2	**106m^2**
Minimum front yard for a stacked townhouse dwelling units	4.5m	**3.0m**
Minimum separation distance between dwellings on the same lot between exterior side walls for stacked townhouse dwellings	3m	**0m**
Minimum separation distance between dwellings on the same lot between exterior front or rear walls	12m	**10m**

Part 3: General Provisions

The proposed changes to the general provisions apply to both the street townhouse dwelling units fronting Morgan Avenue and the stacked townhouse dwelling units on the private condominium road.

Regulations	Current Zoning	Proposed Zoning
Section 3.3.1 - Allowable Projections Table 2: Allowable Building and Structure Projections into Required Yards Balconies and decks, uncovered and	Rear Yard 3m	**Rear Yard** **1.5m**

Regulations	Current Zoning	Proposed Zoning
unenclosed		
Section 3.9.2 - Planting Strip (c) Where an area of a lot is required to be used for no other purpose than a planting strip	Minimum width of 1.5 metres measured perpendicular to the adjoining lot line 1.5m	**1.0m**
Section 3.12.2 - Driveways and Parking Aisles (c) For a driveway that provides access to and from a public street	Minimum length of the driveway shall be 6 metres measured from the street line	**5m**
Section 3.12.6 - Off-Street Motor Vehicle Parking Facility Requirements Table 6: Required Parking Facilities Apartment dwelling, townhouse dwelling or stacked townhouse dwelling	1.75 parking spaces per dwelling unit	**1.52 parking spaces per dwelling unit**
Section 3.12.6 (d) Parking spaces shall have minimum dimensions of 2.7 metres in width by 6 metres in length, except: i. Parking spaces that are parallel to a parking aisle or driveway	Minimum 6.5m in length	**5.5m**
Section 3.12.6 (d) Parking spaces shall have minimum dimensions of 2.7 metres in width by 6 metres in length, except: v. Where the side of a parking space abuts a building or structure that has a height of 0.5 metre or greater, the parking space	Minimum 3m in width	**1.0m**
Section 3.12.6 (e) Parking spaces shall be located in accordance with the following: i. A driveway for a residential use with less than five (5) dwelling units shall be located no closer to the interior side lot line than the minimum interior side yard required for the private garage on a lot where the dwelling includes a private garage, or for the dwelling on a lot with no private garage	3m	**0m** **Where driveways are paired, the total combined driveway width shall not exceed 6 metres in width**

Regulations	Current Zoning	Proposed Zoning
Section 3.12.6 (e) Parking spaces shall be located in accordance with the following: ii. In a Residential Zone, on a lot with more than five (5) dwelling units: (3) Adjacent to a private street, provided that such parking spaces located along and/or accessed from a private street are not located closer to a public street	7.5 m	**4.7m**
Section 3.12.7 - Private Garages (e) For the purposes of meeting the parking requirements of this By-law, a private garage shall have	Minimum garage width of 3.25m Minimum depth of 6m with a maximum of one step having an allowable projection of 0.8m	**Minimum garage width of 3.0 m**

The development is expected to start with the Draft Plan of Subdivision for the creation of the 13 street townhouse units with frontage on Morgan Avenue as the first phase. The conditions of draft plan approval for this portion of the development are found in Schedule E. The lots will be separated individually through part lot control once all the conditions are cleared and the Subdivision Agreement and Plan are registered.

The Draft Plan of Phased Condominium will contain four phases of construction of the 144 stacked townhouses. The conditions of draft plan approval for this portion of the development are found in Schedule F.

Refer to Figure 2 for a typical cross section of the proposed stacked townhouse units. This cross section shows a basement unit (Unit 1, +/- 1,032ft^2) with 2- bedrooms and 2 bathrooms. The main floor unit (Unit 2, +/- 893ft^2) with frontage on the private road with 2 bedrooms, plus den, and 2 bathrooms. The third and fourth floors are split with access by stairs leading to the units. The unit facing the private road (Unit 3, +/- 1,136 ft^2) consists of two floors with the living and kitchen space and balcony on one level and 2 bedrooms and 2 bathrooms and balcony on the second level. A similar unit (Unit 4, +/- 1,198 ft^2) is replicated facing the other direction, either rear yard, interior side yard, or blocks backing onto each other.

This provides 4-unit pods in each block totalling 16 units per building block and with 9 blocks there are 144 units.

Figure 2: Proposed Stacked Townhouse Unit Cross Section and Elevation

Public Meeting Feedback

The main concerns and comments received at the Public Meeting are summarized below.

- Fire trucks access in the condominium
- Overflow parking and impacts to local businesses and their parking lots being used for visitors
- Reduced parking for stacked townhouses
- Increased traffic and the planned entrances for this development

- New subdivision not fitting in with the older homes
- New housing form being a different concept in West Lincoln
- Historical preservation of the school
- Walkway to park and parkland dedication to serve the public as well as the residents of the development

Fire Truck Access

The proposed internal private condominium road meets the minimum requirements of the fire code and building code for the turning radius and the fire trucks would be able to get to the back of the building site.

Traffic Analysis

A Traffic Impact Study (TIS) and Parking Analysis was completed by Paradigm Transportation Solutions Limited on behalf of Phelps Homes to assess current traffic and site conditions within the study area, forecast future non-development (background) traffic growth; forecast the additional site-generated traffic; analyzing future traffic impacts on the surrounding road network for five years after the study commissioned date; estimate the site's parking demand based on industry publications and other municipalities in Niagara Region; and recommend any necessary mitigation.

The report concluded that existing traffic conditions operate at acceptable service levels during the AM and PM peak hours. The proposed development is forecasted to generate approximately 67 to 82 trips during the AM and PM peak hours. The future background and total traffic conditions of the intersections are forecasted to operate at acceptable service levels similar to existing traffic critical movements and requires no immediate traffic remediation at the intersection of St. Catharines Street and College Street.

Parking Reductions

As noted previously, the proposal is providing the 1.75 parking spaces per unit for the street townhouse dwelling units fronting on Morgan Avenue with tandem parking offering a dedicated space in the garage and one in the driveway. These off-street parking spaces for these units required a reduced garage width from 3.25 metres wide to 3 metres wide which maintains the minimum lot frontage of 6 metres. The reduction of 0.25 metres is not expected to create negative impacts for ingress/egress into the garages and the 3 metre wide garage is comparable to other municipalities in Niagara like Welland and Fort Erie. These areas should remain unobstructed to ensure they are available for parking.

The proposed parking ratio for the stacked townhouse dwelling units of 1.52 spaces per unit whereas the 1.75 spaces are required by zoning necessitated an addendum to the TIS. Paradigm was required to survey parking demands of proxy sites and small community review sites that were selected based on their similarity to the proposed development, including locations with an absence of private garages, limited transit access, comparable local amenities, similar building heights, and unit types generally

consisting of one- or two-bedroom layouts. The Paradigm report and addendum are provided in Schedule H.

This analysis supported the reduction of the parking ratio for the stacked townhouse dwelling units from 1.75 spaces per unit to 1.52 spaces per units. With respect to the parking allocation, there are a total of 188 residential parking spaces and 31 visitor parking spaces. This equates to 1.30 parking spaces per resident and 0.22 visitor spaces. The Township's Zoning By-law does not specify the number of visitor parking spaces required; however, based on general visitor parking requirements, the rate typically ranges from 0.10 to 0.15 spaces per unit, as identified in the Urban Land Institute's Shared Parking 3rd Edition, 2020. The provision of 0.22 visitor spaces in this development is above what would be expected for a visitor parking supply.

The Township retained a traffic consultant (CIMA+) to conduct a peer review of the TIS and addendum report on the parking analysis completed by Paradigm. The review was to determine if the assumptions, inputs, methodology and conclusions are reasonable and conform to standard transportation engineering and planning principles, both from a transportation impact and parking perspective. The peer review concluded that the effective parking rate per bedroom and the analysis as it relates to parking was conducted reasonably and conforms to industry standards and practices.

Compatibility with the Neighbourhood

The proposal is a concept that will be able to provide a variety of entry level housing opportunities that are more attainable. The proposed stacked townhouse dwelling units are providing 8 additional units in a stacked townhouse block which promotes compact urban development with the efficient use of land and the diversification of the housing stock. The increase in unit count does not alter the fundamental built form of stacked townhouses and remains consistent with the Township's intent for medium-density residential development.

These blocks will feature visually appearing facades with a variety of windows ensuring there will not be any massing concerns due to the increased unit count and will be appropriately distanced from surrounding residential uses to minimize any land use compatibility concerns. The proposal meets the minimum outdoor amenity space requirements of the Township and there are a number of green spaces between the buildings and at the rear of buildings as well as within the parking lot to soften and landscape the area.

Historical Preservation

The Applicant stated that conversations were made with the Mayor and the School Board prior to the demolition of the school and during that time there was no findings of any existence of any time capsules or historical significance. However, some plaques and commemorative items within the school were salvaged although due to vandalism and water damage many of the artifacts could not be saved.

Parkland Dedication and Pedestrian Walkway

The proposal is not providing public parkland. A walkway is proposed which could provide connectivity from the subject lands to Union Cemetery to the east. This potential connection is proposed south of Block 8 and is proposed to terminate at the east property line of the subject lands, adjacent to Union Cemetery, providing a future connection through the cemetery to Dennis Drive Park.

Administration has confirmed that a primary off-road trail providing public connection to Dennis Drive Park from College Street is required in accordance with the Township's Trails and Corridors Master Plan. This off-road connection can be a dedication to the Township or an easement to the satisfaction of the Township. Further details will be explored with the Owner/Applicant during the Site Plan Approval. A condition has been added to the draft plan approved conditions for the condominium requiring this public access.

FINANCIAL IMPLICATIONS:

While this application does not have any financial implications, if approved and once construction commences, all new dwelling units would be required to pay Development Charges and contribute to the tax base. At this time, there are no planned affordable or attainable dwelling units which would be exempt from development charges.

INTER-DEPARTMENTAL COMMENTS:

The Region of Niagara provided updated comments and draft plan of approval conditions and are found in Schedule G. No additional agency comments were received.

CONCLUSION:

Administration upon review of the applications against the Provincial and Local polices as well as consideration of the comments received by the Committee and Council, commenting agencies, and the public are satisfied that matters are adequately addressed and recommend approval of the applications.

ATTACHMENTS:

Schedule A – Draft Plan of Subdivision – Morgan Avenue
Schedule B – Draft Plan of Phased Condominium – 132 College Street
Schedule C – Official Plan Amendment and Schedule
Schedule D – Zoning By-law and Schedule
Schedule E – Draft Conditions of Approval for Subdivision – Morgan Avenue
Schedule F – Draft Conditions of Approval for Phased Condominium – 132 College Street
Schedule G – Agency Comments
Schedule H – Paradigm Traffic Study and Addendum Report

Prepared & Submitted by:

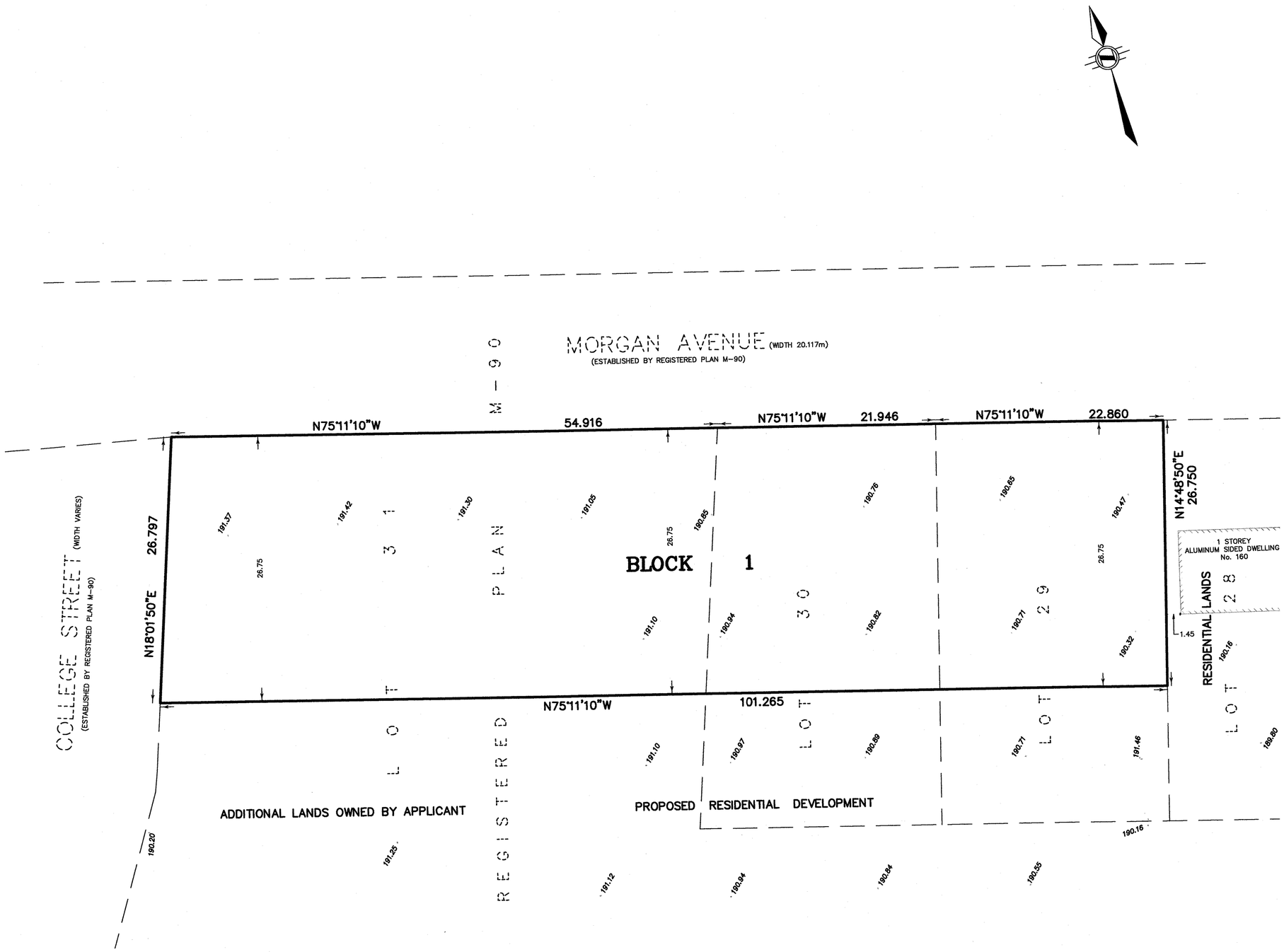
Susan Smyth
Manager, Community Planning and Design

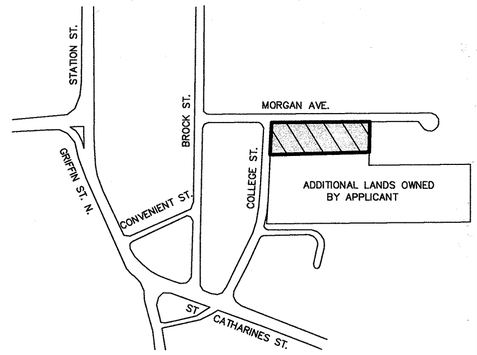
Approved by:

Gerrit Boerema
Director, Growth and Sustainability

Truper McBride
CAO

SCHEDULE A - PD-01-2026





KEY PLAN NOT TO SCALE — SUBJECT LANDS

DRAFT PLAN OF SUBDIVISION
OF PART OF
LOTS 29, 30, & 31
REGISTERED PLAN M-90
IN THE
TOWNSHIP OF WEST LINCOLN
REGIONAL MUNICIPALITY OF NIAGARA

SCALE 1:300 METRIC

6 3 0 6 12 18 metres

R.A. McLAREN, O.L.S. – 2024

LAND USE SCHEDULE

DESCRIPTION	LOTS/BLOCKS	AREA
RESIDENTIAL – TOWNHOUSE	BLOCK 1	2688.8m²

METRIC NOTE
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SECTION 51 (17) PLANNING ACT AS REVISED
(A) SHOWN ON PLAN
(B) SHOWN ON PLAN
(C) SHOWN ON PLAN
(D) SEE SCHEDULE
(E) SHOWN ON PLAN
(F) SHOWN ON PLAN
(G) SHOWN ON PLAN
(H) MUNICIPAL PIPED WATER AVAILABLE
(I) CLAY LOAM
(J) SHOWN ON PLAN
(K) MUNICIPAL STORM, SANITARY AND WATER SERVICES EXISTING
(L) SHOWN ON PLAN

SURVEYOR'S CERTIFICATE:
I CERTIFY THAT:

THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

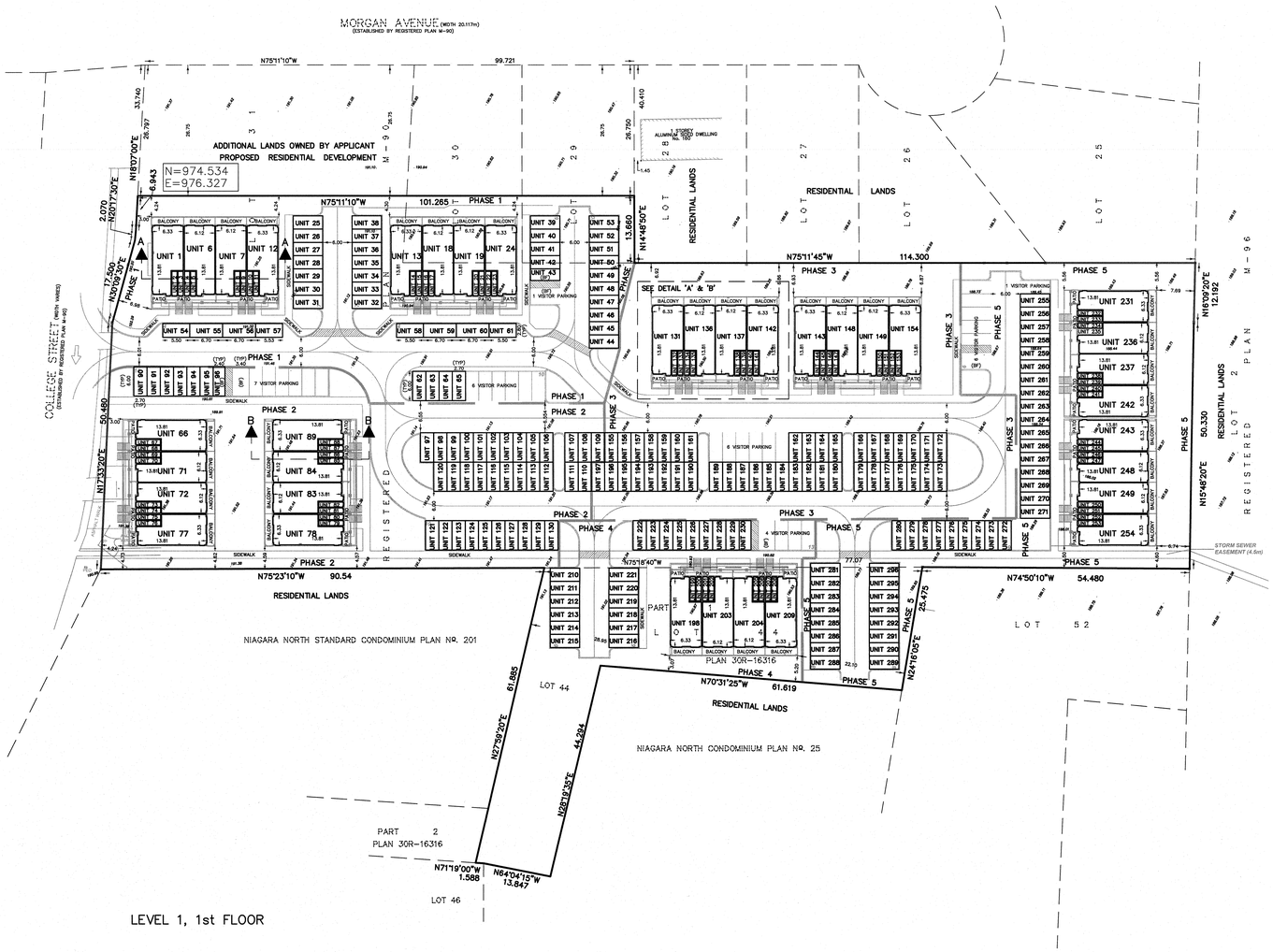
26 AUG 2024
DATE

ROBERT A. McLAREN, O.L.S.

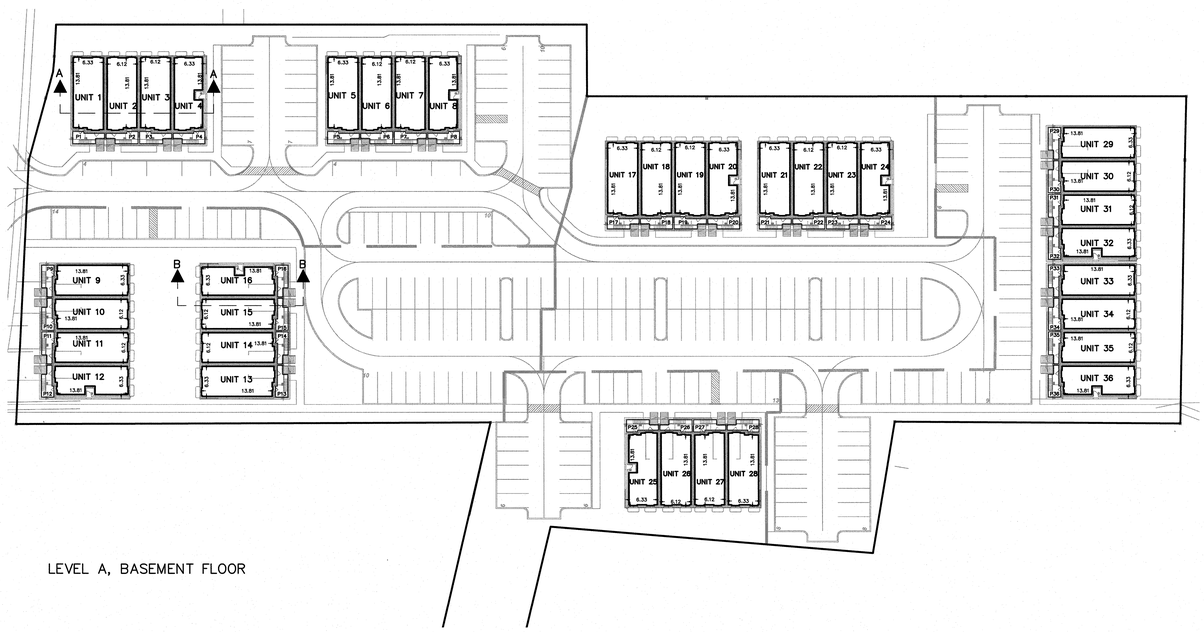
A.T. McLaren Limited
LEGAL AND ENGINEERING SURVEYS
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO, L8N 2B9
PHONE (905) 527-8559 FAX (905) 527-0032

Drawn MM	Checked DG	Scale 1:300	Dwg.No. 37808-DS

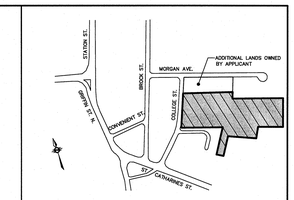
SCHEDULE B - PD-01-2026



LEVEL 1, 1st FLOOR



LEVEL A, BASEMENT FLOOR



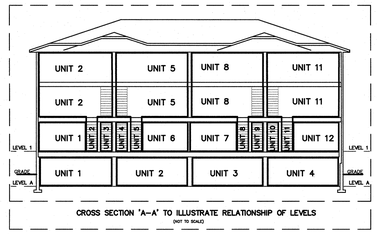
KEY PLAN NOT TO SCALE — SUBJECT LANDS

DRAFT PLAN OF PHASED CONDOMINIUM
OF PART OF
LOT 44
AND OF
LOTS 29, 30, & 31
REGISTERED PLAN M-90
IN THE
TOWNSHIP OF WEST LINCOLN
REGIONAL MUNICIPALITY OF NIAGARA

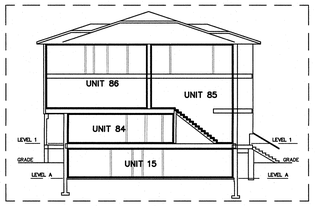
SCALE 1:400 METRIC

8 4 0 8 16 24 metres

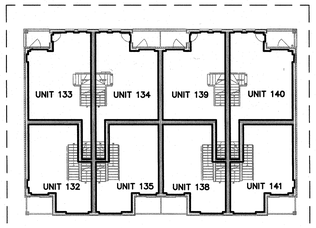
R.A. McLAREN, O.L.S. – 2026



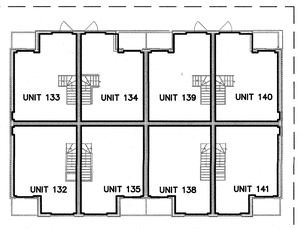
CROSS SECTION 'A–A' TO ILLUSTRATE RELATIONSHIP OF LEVELS
(NOT TO SCALE)



CROSS SECTION 'B–B' TO ILLUSTRATE RELATIONSHIP OF LEVELS
(NOT TO SCALE)



DETAIL 'A' TO ILLUSTRATE TYPICAL EXTENT OF RESIDENTIAL UNITS ON LEVEL 1, 2ND FLOOR
(SCALE 1:200)



DETAIL 'B' TO ILLUSTRATE TYPICAL EXTENT OF RESIDENTIAL UNITS ON LEVEL 1, 3RD FLOOR
(SCALE 1:200)

NOTE:
AREAS NOT DESIGNATED AS UNITS ARE PART OF THE COMMON ELEMENTS

NOTE

PORTIONS OF THE COMMON ELEMENT DESIGNATED WITH THE PREFIX 'P' ARE FOR THE EXCLUSIVE USE OF UNITS ON LEVEL 'A' WITH THE SAME NUMBER

METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SECTION 51 (17) PLANNING ACT – AS REVISED

(A) SHOWN ON PLAN
(B) SHOWN ON PLAN
(C) SHOWN ON PLAN
(D) SEE SCHEDULE
(E) SHOWN ON PLAN
(F) SHOWN ON PLAN
(G) SHOWN ON PLAN
(H) MUNICIPAL PIPED WATER AVAILABLE
(I) CLAY LOAM
(J) SHOWN ON PLAN
(K) EXISTING MUNICIPAL SANITARY AND STORM SERVICES AVAILABLE
(L) SHOWN ON PLAN

SCHEDULE

PHASE 1

TOTAL NUMBER OF RESIDENTIAL UNITS	= 32
TOTAL RESIDENTIAL PARKING	= 41
TOTAL VISITOR PARKING	= 7

PHASE 2

TOTAL NUMBER OF RESIDENTIAL UNITS	= 32
TOTAL RESIDENTIAL PARKING	= 41
TOTAL VISITOR PARKING	= 7

PHASE 3

TOTAL NUMBER OF RESIDENTIAL UNITS	= 32
TOTAL RESIDENTIAL PARKING	= 43
TOTAL VISITOR PARKING	= 6

PHASE 4

TOTAL NUMBER OF RESIDENTIAL UNITS	= 16
TOTAL RESIDENTIAL PARKING	= 21
TOTAL VISITOR PARKING	= 4

PHASE 5

TOTAL NUMBER OF RESIDENTIAL UNITS	= 32
TOTAL RESIDENTIAL PARKING	= 42
TOTAL VISITOR PARKING	= 7

TOTAL

TOTAL AREA OF SITE	= 16850.6m²
TOTAL NUMBER OF RESIDENTIAL UNITS	= 144
TOTAL RESIDENTIAL PARKING	= 188
TOTAL VISITOR PARKING	= 31
MAXIMUM BUILDING HEIGHT	= 3 STOREY
CONSTRUCTION TO COMMENCE IN	= 2025

SURVEYOR'S CERTIFICATE:

I CERTIFY THAT:

THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

16 JAN 2026
DATE

ROBERT A. McLAREN, O.L.S.

A.T. McLaren Limited
LEGAL AND ENGINEERING SURVEYS
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO, L8N 2B9
PHONE (905) 527-8559 FAX (905) 527-0032

Drawn: MM | Checked: DG | Scale: 1:400 | Dwg.No. 37808-DC

SCHEDULE C - PD-01-2026

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN

BY-LAW 2026-XX

**BEING A BY-LAW ADOPT AMENDMENT NO. 68
TO THE OFFICIAL PLAN FOR THE TOWNSHIP OF WEST LINCOLN**

2853972 ONTARIO INC. (PHELPS HOMES INC.)

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. 68 for the lands with lot frontages on Morgan Avenue for thirteen (13) street townhouse dwelling units for 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, R.S.O.1990, c.P.13, as amended.

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 ___
DAY OF _____, 2026.

_____
MAYOR CHERYL GANANN

_____
JUSTIN PAYLOVE
MANAGER, LEGISLATIVE SERVICES/CLERK

DRAFT

AMENDMENT NUMBER 68

TO THE

OFFICIAL PLAN

OF THE

TOWNSHIP OF WEST LINCOLN

DRAFT

AMENDMENT NUMBER 68

TO THE OFFICIAL PLAN

OF THE

TOWNSHIP OF WEST LINCOLN

PART 1 – THE PREAMBLE

1.1 TITLE

This Amendment when adopted by Council shall be known as Amendment Number 68 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 amend Schedule 'B-4' to the Official Plan by redesignating the lands on 'Schedule A' attached hereto from "Medium Density Residential (Smithville)" to "Medium Density Residential (Smithville)" with a Special Policy to increase the gross density from 40 units per hectare to 50 units per hectare for lands located on the southeast section of land at the intersection of College Street and Morgan Avenue.

1.4 LOCATION

This Amendment will apply to a portion of a specific property with a legal description of Firstly, Lots 29, 30 & 31 Plan M90 as Confirmed by Plan 30BA1687; Secondly, Part Lot 44 Plan M90 as Confirmed by Plan 30BA1687 Being Part 1 30R16316; Township of West Lincoln, municipally known as 132 College Street, as shown as Block 1 of Draft Plan of Subdivision dated August 26, 2024, completed by A.T. McLaren Limited, and draft plan approval through Planning Recommendation Report PD-01-2026.

1.5 BASIS OF THE AMENDMENT

The Township of West Lincoln is proposing to amend the Official Plan to introduce thirteen (13) street townhouses with lot frontages on Morgan Avenue.

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. 68 to the Official Plan of the Township of West Lincoln.

2.2 DETAILS OF THE AMENDMENT

The text of the Township of West Lincoln Official Plan is hereby amended by adding in

Section 6.11.8

132 College Street

(d) Lands shown on Schedule ‘A’ to this Amendment, fronting on Morgan Avenue, as Medium Density Residential shall have a gross density not exceeding 50 units per hectare.

2.3 SCHEDULES OF THIS AMENDMENT

Schedule ‘A’, location map to amend Schedule ‘B4’.

2.4 IMPLEMENTATION

This Amendment will be required to be adopted by Township Council.

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 68

TO THE

OFFICIAL PLAN

OF THE

TOWNSHIP OF WEST LINCOLN

Official Plan Amendment Number 68 was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2026-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, c.P. 13, amendments made thereto on the ____ day of _____, 2026.

_____

MAYOR CHERYL GANANN

_____

JUSTIN PAYLOVE
MANAGER, LEGISLATIVE SERVICES/CLERK

DRAFT

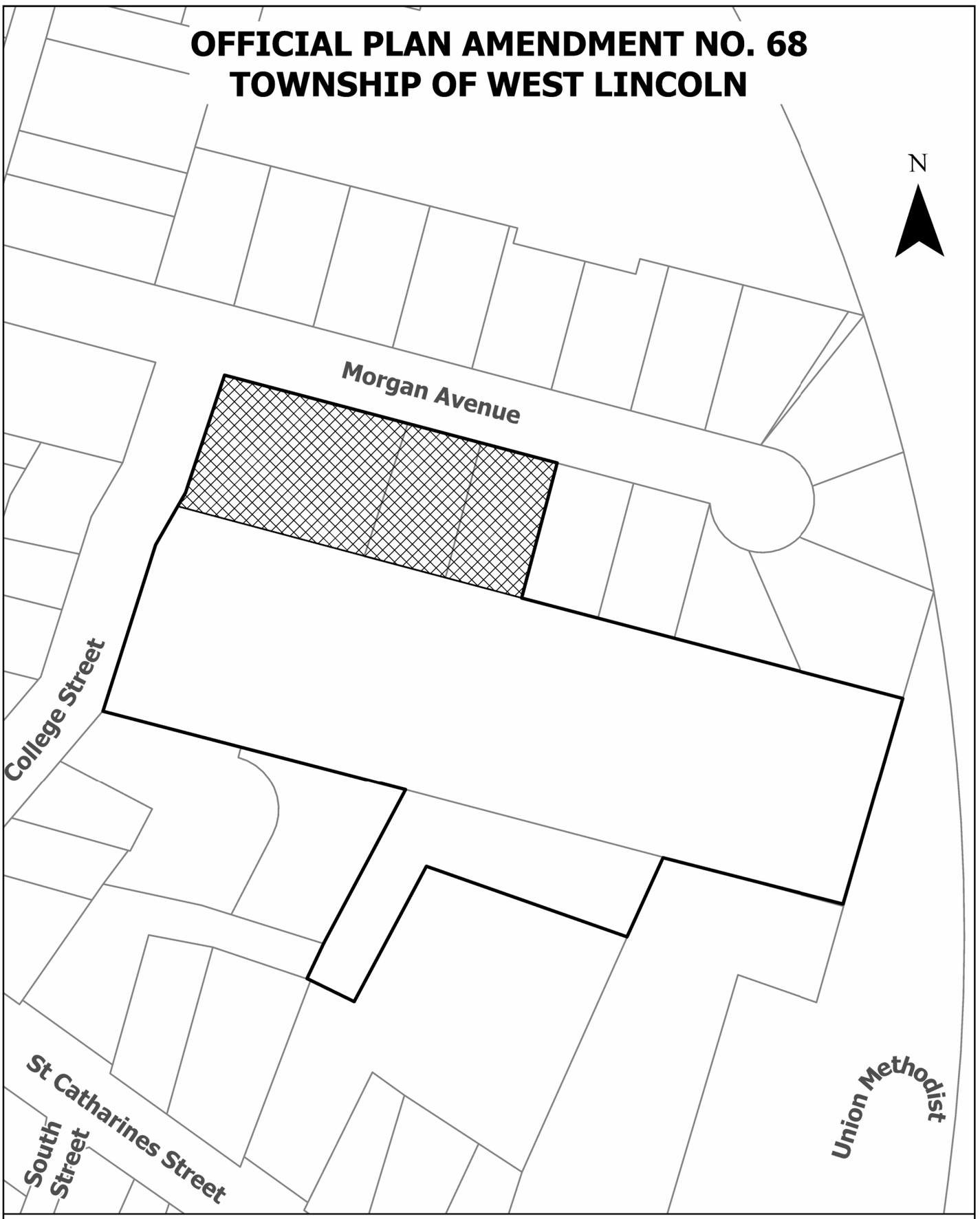
I, Justin Paylove, the Manager, Legislative Services and Clerk of the Corporation of the Township of West Lincoln, hereby certify that the requirements for the giving of Notice, and the holding of at least one Public Meeting as set out in Section 17(22) of the Planning Act, R.S.O. 1990, c.P. 13, have been complied with for Official Plan Amendment Number 68.

_____

JUSTIN PAYLOVE
MANAGER, LEGISLATIVE SERVICES/CLERK

DRAFT

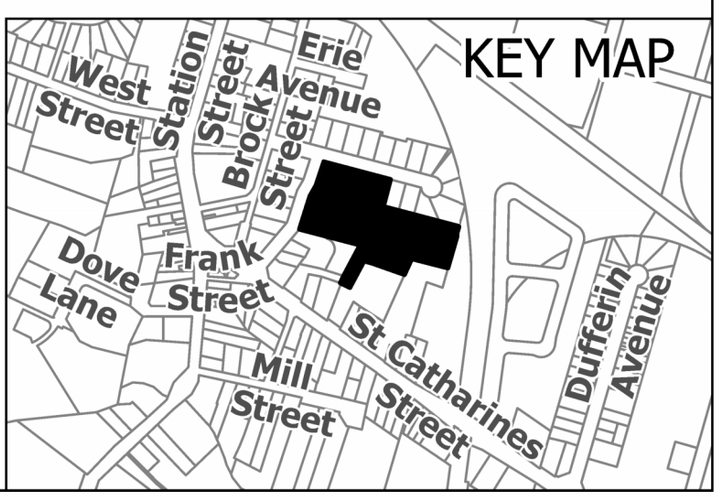
OFFICIAL PLAN AMENDMENT NO. 68
TOWNSHIP OF WEST LINCOLN



Legend

Subject Property

Medium Density Residential
(Special Policy Area 6.11.8)



This is Schedule 'A' to OPA No. 68 (as implemented by By-law 2026-## passed this 23rd day of March, 2026).

SCHEDULE D- PD-01-2026

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
BY-LAW NO. 2026-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, as amended;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN HEREBY ENACTS AS FOLLOWS:

1. That, Scheule ‘A’ Map ‘S5’ to Zoning By-law 2017-70, as amended, is hereby amended by changing the zoning on Firstly, Lots 29, 30 & 31 Plan M90 as Confirmed by Plan 30BA1687; Secondly, Part Lot 44 Plan M90 as Confirmed by Plan 30BA1687 Being Part 1 30R16316; Township of West Lincoln, municipally known as 132 College Street, shown as the subject lands on Schedule ‘A’ attached hereto and forming part of this by-law;

2. That, Maps ‘S5’ to Schedule ‘A’ to Zoning By-law No. 2017- 70, as amended, are hereby amended by changing the zoning on the subject lands shown on Map ‘A’, attached hereto and forming part of this By-law from RM2, RM3-195 and Environmental Conservation ‘EC’ Zone to Medium Density Residential site-specific (RM2-254) Zone and Medium Density Residential site-specific (RM3-255) Zone;

3. That, Part 13 of Zoning By-law 2017-70, as amended, is hereby amended by adding the following to Part 13.2:

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
254	S5	RM2	As per the parent zone.	As per the parent zone, except: Minimum interior side yard adjoining a lot in a low density residential zone: 2.4 metres A private garage shall have a minimum garage width of 3.0 metres in width with a minimum of 6 metres of depth with a maximum of one step having an allowable projection of 0.8m
255	S5	RM3	As per the parent zone, except: Stacked townhouse dwelling: containing up to sixteen (16) attached dwelling units, in which each dwelling unit can be divided horizontally and/or vertically from another dwelling unit by a common wall and in which each dwelling unit has an independent entrance from the exterior of the dwelling to the interior of the dwelling unit.	As per the parent zone, except: Minimum lot area (per dwelling unit): 115 m^2 per stacked townhouse dwelling unit Minimum front yard for a stacked townhouse dwelling units: 3.0 metres Minimum separation distance between dwellings on the same lot: • 0 metres between exterior side walls for stacked townhouse dwellings

DRAFT

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
				• 10 metres between exterior front of rear walls • 7.5 metres between exterior front or rear walls and side walls Allowable Building and Structure Projections into Required Yards Balconies and decks, uncovered and unenclosed: Minimum1.5 metre/unit Where an area of a lot is required to be used for no other purpose than a planting strip: Minimum width of 1.0 metres measured perpendicular to the adjoining lot line For a driveway that provides access to and from a public street: Minimum length of the driveway shall be 5 metres measured from the street line Off-Street Motor Vehicle Parking Facility Requirements for an Apartment dwelling, townhouse dwelling or stacked townhouse dwelling: Minimum 1.52 spaces per unit Parking spaces that are parallel to a parking aisle or driveway: Minimum 5.5 metres in length Parking spaces shall have minimum dimensions of 2.7 metres in width by 6 metres in length, except: Where the side of a parking space abuts a building or structure that has a height of 0.5 metre or greater, the parking space: Minimum 1 metre in width Parking spaces shall be located in accordance with the following: A driveway for a residential use with less than five (5) dwelling units shall be located no closer to the interior side lot line than: 0 metres where the dwelling includes a private garage.

DRAFT

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
				Where driveways are paired, the total combined driveway width shall not exceed 6 metres in width Adjacent to a private street, provided that such parking spaces located along and/or accessed from a private street are not located closer to a public street: Minimum 4.7 metres

4. That, all other provisions of By-law 2017-70 continue to apply.

5. 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 ___
DAY OF _____, 2026.

_____
MAYOR CHERYL GANANN

_____
JUSTIN PAYLOVE
MANAGER, LEGISLATIVE SERVICES/CLERK

DRAFT

EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2026-XX

Location:

The subject lands are located on the east side of College Street and south of Morgan Avenue, municipally known as 132 College Street. The lands were formerly used as the College Street Public School.

Subject lands are legally described as Firstly, Lots 29, 30 & 31 Plan M90 as Confirmed by Plan 30BA1687; Secondly, Part Lot 44 Plan M90 as Confirmed by Plan 30BA1687 Being Part 1 30R16316; Township of West Lincoln.

Purpose & Effect:

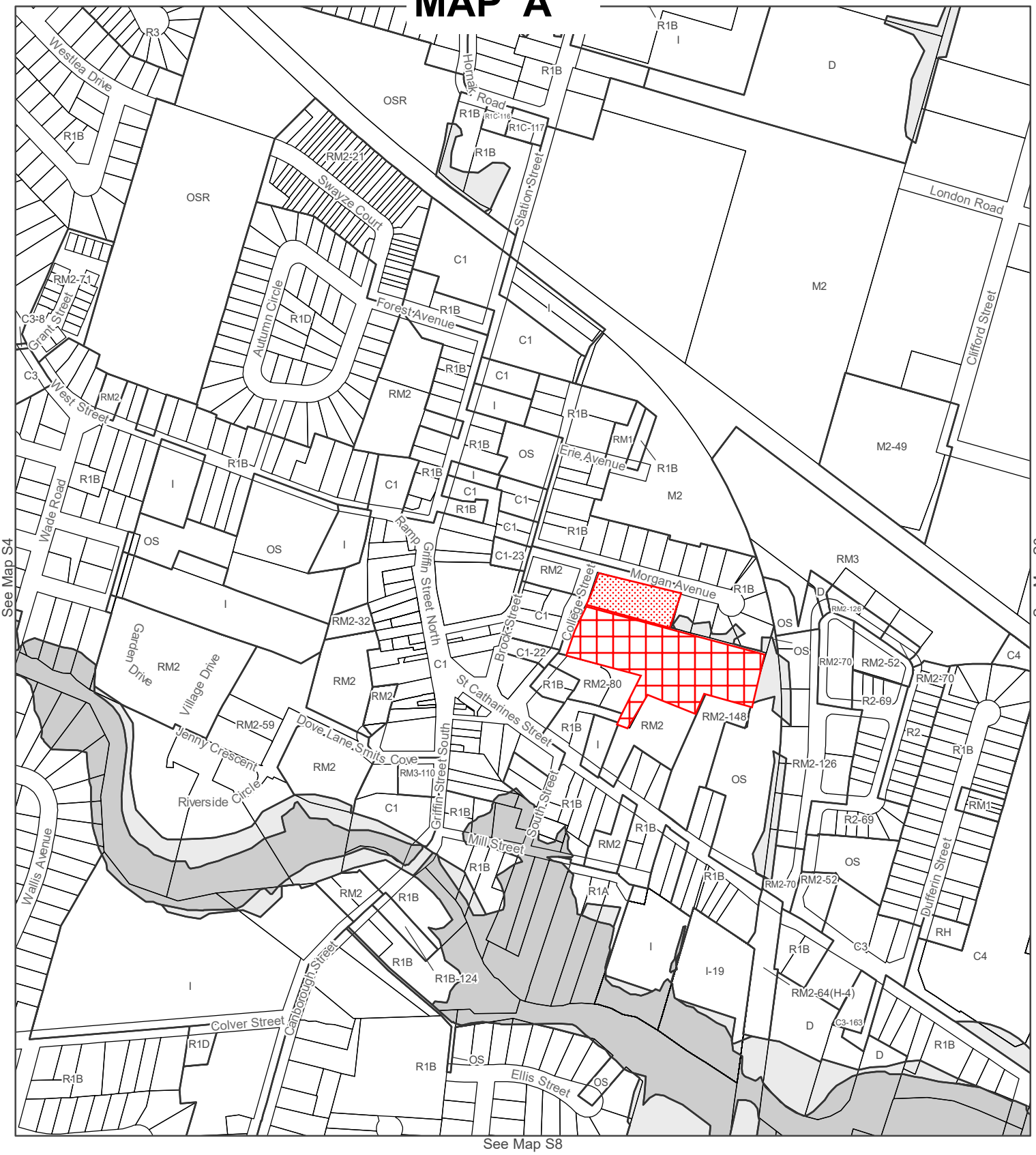
The purpose of this By-law Amendment is to facilitate a Draft Plan of Subdivision containing one block, which will be divided by removal of part lot control in the future for the 13 individual street townhouse dwelling units. Additionally, Draft Plan of Phased Condominium containing the 144 stacked townhouse dwelling units of which is planned to be registered in five phases.

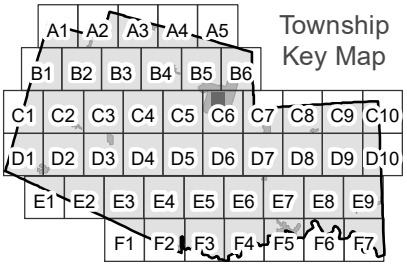
Public Consultation:
The Public Meeting was held on August 11, 2025. All written and oral comments have been considered in the making of the decision by Council. Agency comments regarding this application have been included in the amending by-law.

File: ZBA 1601-004-25 (132 College Street)

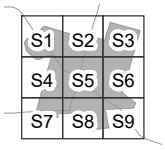
DRAFT

MAP 'A'





Township Key Map



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

N

Last Updated: July 2019

SCHEDULE E - PD-01-2026

File No. 2000-002-25

DRAFT PLAN OF SUBDIVISION – MORGAN AVENUE
2853972 ONTARIO INC. (PHELPS HOMES)

TOWNSHIP OF WEST LINCOLN
CONDITIONS OF FINAL APPROVAL

The conditions for final approval and registration of the Draft Plan of Subdivision for Parts of Lots 29, 30 & 31, Registered Plan M-90, Township of West Lincoln, File No. 2000-002-25, for thirteen (13) street townhouses on Morgan Avenue, Township of West Lincoln are:

1. That this approval applies to the Draft Plan of Subdivision, prepared by A.T. McLaren Limited, dated August 26, 2024, for the residential townhouses (Block 1).

2. That the Owner provide to the Township of West Lincoln a letter advising that all lots conform to the requirements of the Township's Zoning By-law.

3. That the Subdivision Agreement contains a clause requiring the Owner to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of the development.

4. That the Owner submit all servicing, lot grading, drainage, and supporting design calculations to the Township of West Lincoln and any other relevant agency for review and approval.

5. That all municipal services required by the Township of West Lincoln be provided by the Owner in a manner satisfactory to the Township.

6. That the Owner enter into a Subdivision Agreement with the Township of West Lincoln to satisfy all the requirements, financial or otherwise of the Township, concerning the installation of services, drainage, fencing and any other matters related to the development of the site.

7. That any outstanding Township invoices, including invoicing related to peer reviews and local servicing studies, be paid in full.

8. That the Subdivision Agreement between the Owner and the Township of West Lincoln be registered by the municipality against the land to which it applies.

9. That the Owner prepare a detailed streetscape plan for the subdivision in accordance with the requirements of the Township of West Lincoln including the Township's Urban Design Manual.

10. That the Owner obtains an appraisal satisfactory to the Township and provides the required cash in lieu of parkland dedication in accordance with the Township's parkland dedication by-law.

11. That the Subdivision Agreement contain a clause requiring that sidewalks be extended along Morgan Avenue within the Township's boulevard along the frontage of the development, to the standard requirements of the Township of West Lincoln.

12. That the subdivision agreement contains a clause that the Township may require the Owner to complete sanitary sewer lateral CCTV inspections and provide the videos to the Township. Where a sewer lateral is found to be damaged, the Owner shall complete the necessary repairs..

13. That the Subdivision Agreement contains a clause indicating that the detailed water, sanitary sewer and stormwater drainage systems, including any proposed downstream sewer improvements, required to service this development are to be confirmed by a qualified professional engineer and that existing capacity of the sewer and watermain servicing to the site is adequate. This must be submitted to the Regional Public Works Department and Township Infrastructure Department for review and approval.

14. That prior to approval of the final plan or any on-site grading, the Owner submit to the Regional Planning and Development Department and the Township of West Lincoln Infrastructure Department for review and approval, a copy of a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a suitably qualified professional engineer in accordance with the Ministry of the Environment documents entitled "Stormwater Management Planning and Design Manual", March 2003 and "Stormwater Quality Guidelines for New Development", May 1991:

    (a) Detailed lot grading and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

    (b) Detailed sediment and erosion control plans which show how exposed soils, sediments and eroded material will be retained on site during all phases of construction and how the infiltration function will be protected or maintained. Plans should include maintenance requirement for all employed devices.

15. That the Subdivision Agreement between the Owner and the Township of West Lincoln contain provisions whereby the Owner agrees to implement the approved stormwater management plan.

16. That the Subdivision Agreement contains a clause indicating that the Owner agrees to maintain all stormwater management and erosion and sedimentation control structures in good repair and operating order throughout all phases of construction. The Owner will revegetate or otherwise restore all disturbed areas immediately following the completion of on-site grading and servicing to the satisfaction of the Township.

17. That the Subdivision Agreement contains clauses that reference the legislation compliance provided in Section 6: Advice on Compliance with Legislation found in the Revised Stage 1 and 2 Archaeological Assessment, prepared by Archaeological Services Inc., dated October 16, 2023..NOTE: No demolition, grading or other soil disturbances shall take place on the subject property prior to the issuance of a letter from the MHSTCI confirming that all archaeological resource concerns have been mitigated and meet licensing and resource conservation requirements.

18. That the following clause be included in the Subdivision Agreement:

    If deeply buried or previously undiscovered archaeological remains/resources are found during development activities on the subject lands, all activities must stop immediately. If the discovery is human remains, contact the police and coroner to secure the site. If the discovery is not human remains, the area must be secured to prevent site disturbance. The project proponent must then follow the steps outlined in the Niagara Region Archaeological Management Plan: Appendix C (Available at: https://www.niagararegion.ca/culture-and-environment/pdf/archaeological-management-plan.pdf)

Regional Conditions

Servicing

19. That the Owner provides a written acknowledgement to Niagara Region stating that draft approval of this subdivision does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.

20. That the Owner provides a written undertaking to Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this Subdivision shall contain a clause indicating that servicing allocation for the Subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the Owner and the Township.

21. That prior to final approval for registration of this Subdivision, the Owner shall submit the design drawings [with calculations] for any new municipal sanitary and storm sewers, and stormwater management facilities required to service this development. The capacity in the Regional system is to be confirmed and copies of the approved CLI ECA forms and final drawings must be forwarded to Niagara Region.

22. That prior to approval of the final plan, the Owner shall submit detailed sanitary sewer design information (flows, timing, revised flows for any changes to development plans) for the Subdivision. The report is to be sealed by a qualified professional engineer. Prior to final approval, the Region will require sign-off from

the Township that capacity is available in the system and has been allocated to this development, subject to their wastewater allocation policy and modelling.

Waste Collection

23. That the Owner shall comply with Niagara Region's Corporate Policy for Waste Collection and complete the Application for Commencement of Collection and Indemnity Agreement prior to Regional curbside waste collection services commencing.

Clearance of Conditions

24. Prior to granting final approval, the Township of West Lincoln must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of Niagara Region.

Subdivision Agreement

25. Prior to final approval for registration, a copy of the executed Subdivision Agreement for the proposed development should be submitted to Niagara Region for verification that the appropriate clauses have been included. Niagara Region recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution.

NPEI Conditions

26. That Niagara Peninsula Energy confirm that satisfactory arrangements, financial and otherwise, have been made with Niagara Peninsula Energy for any Niagara Peninsula Energy facilities servicing this Draft Plan of Subdivision which are required by the Municipality; a copy of such confirmation shall be forwarded to the Municipality.

27. That the Owner provide a Letter of Credit to Niagara Peninsula Energy for all costs associated with the electrical servicing for the development. The amount of the Letter of Credit will be confirmed once the electrical design has been approved by the Municipality.

Telecommunications Conditions

28. That Bell Canada, and/or any other applicable telecommunication company, confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada, or any other applicable telecommunication company, for any telecommunication facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.

29. That the Owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, and/or any other applicable telecommunication company to grant to Bell Canada and/or any applicable telecommunication company, any easements that may be required for telecommunication services. Note: Easements may be required prior to final approval.

Canada Post Conditions

30. That the following clause shall be included in the Subdivision Agreement and inserted in all offers and agreements of purchase and sale or lease for each dwelling unit:

    "The prospective purchaser is advised that the home/business mail delivery will be from a designated centralized mail box and that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales."

31. That the Owner agrees to:

    (a) Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
    (b) Install a concrete pad with the identified locations in accordance with and approved by Canada Post to facilitate the placement of Community Mail Boxes.
    (c) Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
    (d) Determine the location of all centralized mail receiving facilities in cooperation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans.
    (e) Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

32. That the Owner agrees to Canada Post's multi-unit policy, which requires that the Owner/Developer provide the centralized mail facility (lock Box Assembly) at their own expense (less than 100 units will require a front loading Lock Box Assembly and more than 100 units will require a rear loading Lock Box Assembly which will require a mail room) will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

CLEARANCE OF CONDITIONS

That if final approval is not given to this plan within **THREE YEARS** of the approval date and no extensions have been granted draft approval shall lapse. If the Owner wishes to request an extension to the draft approval period, a written explanation with reasons why the extension is required together with a resolution from the Township, must be received

by the Township prior to the lapsing date.

Prior to granting approval of the final plan, the Township's Growth and Sustainability Department will require WRITTEN notification from the following agencies that their respective conditions have been met satisfactorily:

- **TOWNSHIP OF WEST LINCOLN** for Conditions 1 to 18.
- **REGION OF NIAGARA** for Conditions 19 to 25.
- **NIAGARA PENINSULA ENERGY** for Conditions 26 & 27.
- **TELECOMMUNICATIONS COMPANY** for Conditions 28 & 29.
- **CANADA POST** for Conditions 30 to 32.

NOTES:

1. **Conveying**

   (a) As the land mentioned above to be conveyed to the municipal corporation may be more easily described in the conveyance by reference to a Registered Plan than by "metes and bounds", we suggest that the description be so worded, and,

   (b) We further suggest that the Owner give to the municipality an undertaking to deposit with the Clerk a properly executed copy of the conveyance concurrent with the registration of the plan.

2. **Land Required to be Registered Under the Land Titles Act**

   (a) Section 160(1) of The Land Titles Act, which requires all new plans be registered in the land titles system;

   (b) Section 160(2) – allows certain exceptions.

3. **Water and Sewerage Systems**

   Inauguration or extensions of a piped water supply, a sewerage system, a storm drainage system or a stormwater management system is subject to approval of the Ministry of Environment (Approvals Branch) pursuant to Section 52 and Section 53 of The Ontario Water Resources Act, R.S.O. 1990.

4. Agencies to be Contacted:

(a) With respect to the requirements of the Township of West Lincoln Growth and Sustainability (Planning) Department contact:

Mr. Gerrit Boerma
Director, Growth and Sustainability
318 Canborough Street, P.O. Box 400
Smithville, Ontario, L0R 2A0
Telephone – (905) 957-5131
Email – gboerema@westlincolnc.ca

(b) With respect to the requirements of the Township's Infrastructure (Public Works) Department contact:

Ms. Jennifer Bernard
Manager, Civil Land Development
318 Canborough Street, P.O. Box 400
Smithville, Ontario, L0R 2A0
Telephone – (905) 957-3346 ext. 6732
Email – jbernard@westlincoln.ca

(c) With respect to the requirements of the Region of Niagara contact:

Development Approvals
devtplanningapplications@niagararegion.ca

(d) With respect to the requirements of Bell Canada contact:

planninganddevelopment@bell.ca

5. Review of Conditions

Applicants are advised that should any of the conditions appear unjustified or their resolution appears too onerous, they are invited to bring their concerns to the General Committee's attention. The Committee will consider requests to revise or delete conditions.

In order to assist the agencies listed above in clearing conditions for final approval and registration of the plan, it may be useful to forward executed copies of the Subdivision Agreement between the Owner and the Township to those agencies.

6. Hydro One Cautionary Note

An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 –

Proximity – of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors could raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating **"DANGER – Overhead Electrical Wires"** in all locations where personnel and construction vehicles might come in close proximity to the conductors.

SCHEDULE F - PD-01-2026

File No. 2000-003-25CDM

DRAFT PLAN OF CONDOMINIUM – COLLEGE STREET
2853972 ONTARIO INC. (PHELPS HOMES)

TOWNSHIP OF WEST LINCOLN
CONDITIONS OF FINAL APPROVAL

The conditions for final approval and registration of the Draft Plan of Phased Condominium of Part of Lot 44, and all of Lots 29, 30 & 31, Registered Plan M-90, Township of West Lincoln, File No. 2000-003-25CDM, for one hundred and forty-four (144) stacked townhouses located at 132 College Street, Township of West Lincoln are:

1. That this approval applies to the Draft Plan of Phased Condominium, prepared by A.T. McLaren Limited, dated January 16, 2026, for the five phases of residential stacked townhouses:

   (a) Phase 1 – 32 units
   (b) Phase 2 – 32 units
   (c) Phase 3 – 32 units
   (d) Phase 4 – 16 units
   (e) Phase 5 – 32 units

2. That the Owner agrees to obtain Site Plan Approval to the satisfaction of the Director of Growth and Sustainability, compliant with zoning and municipal engineering standards and that the Owner enter into a Site Plan Agreement and Condominium Agreement with the Township of West Lincoln to satisfy all the requirements, financial or otherwise of the Township, concerning the provision of roads, installation of services, drainage, fencing and any other matters related to the development of the site.

3. That the Owner provide to the Township of West Lincoln a letter advising that all lots conform to the requirements of the Township's Zoning By-law.

4. That the Site Plan Agreement contains a clause requiring the Owner to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of the development.

5. That any outstanding Township invoices, including invoicing related to peer reviews and local servicing studies, be paid in full.

6. That the Site Plan Agreement contains a clause requiring that the proposed private street be constructed to the satisfaction of the Township of West Lincoln.

7. That the Site Plan Agreement contains a clause requiring that sidewalks be provided within the development, to standard requirements of the Township of West Lincoln.

8. That the Site Plan Agreement contains a clause that if the existing sidewalk on College Street are damaged during construction of the development, the Owner will

be responsible to replace the existing curb and sidewalk to Township standards.

9. That the Owner obtains an appraisal satisfactory to the Township and provides the required cash in lieu of parkland dedication in accordance with the Township's parkland dedication by-law.

10. That the Site Plan Agreement and Condominium Agreement contain a clause requiring a public trail/multiuse walkway through the development from College Street to the eastern limit of the development, and that an easement be created granting public use, to the satisfaction of the Township.

11. That the Site Plan Agreement and Condominium Agreement contain a clause requiring that easements through the site may be required for utility, servicing and drainage purposes, and pedestrian access, and to be granted to the Township of West Lincoln or any other applicable authority.

12. That the Site Plan Agreement contain a clause that all municipal services required by the Township of West Lincoln be provided by the Owner in a manner satisfactory to the Township.

13. That the Owner submit an engineering submission including all design drawings for the water, sanitary sewer and stormwater drainage system, overall site grading, lot grading, roadway plans and supporting design calculations to the Township of West Lincoln and any other relevant agency for review and approval and pay any associated review fees.

14. That the Site Plan Agreement contains a clause requiring that the Owner provide an adequate storm drainage outlet including any necessary easements and drainage agreements to the satisfaction of the Township of West Lincoln, Niagara Peninsula Conservation Authority, and the Region of Niagara, if required.

15. That the Owner agrees that sanitary, water and stormwater capacity and allocation cannot be guaranteed until final registration of the site plan agreement or as otherwise assigned under the Township's Wastewater Allocation Policy.

16. That prior to approval and registration of the Plan of Condominium, the Owner will obtain Ministry of the Environment, Conservation and Parks Environmental Compliance Approval through the Township's CLI-ECA program as required for the servicing of this development, if required.

17. That the Site Plan Agreement contains a clause that sanitary sewer flow monitoring post development will be required at the Owner's cost. The flow monitoring will be conducted at the site limits to confirm the sanitary sewer systems have been constructed within design standards to exclude extraneous flows from entering the Township's sanitary sewer system, unless otherwise exempt by the Township.

18. That the Site Plan Agreement contains a clause indicating that the detailed water, sanitary sewer and stormwater drainage systems, including any proposed downstream sewer improvements, required to service this development are to be confirmed by a qualified professional engineer and that existing capacity of the sewer and watermain servicing to the site is adequate. This must be submitted to the Regional Public Works Department and Township Infrastructure Department for review and approval.

19. That prior to approval of the final plan or any on-site grading, the Owner submit to the Township of West Lincoln Growth and Sustainability Department for review and approval, a copy of a detailed stormwater management plan for the condominium and the following plans designed and sealed by a suitably qualified professional engineer in accordance with the Ministry of the Environment, Conservation and Parks documents entitled "Stormwater Management Planning and Design Manual", March 2003 and "Stormwater Quality Guidelines for New Development", May 1991:

    a) Detailed lot grading and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

    b) Detailed sediment and erosion control plans which show how exposed soils, sediments and eroded material will be retained on site during all phases of construction and how the infiltration function will be protected or maintained. Plans should include maintenance requirement for all employed devices.

20. That the Site Plan Agreement between the Owner and the Township of West Lincoln contains provisions whereby the Owner agrees to implement the approved stormwater management plan.

21. That the Site Plan Agreement between the Owner and the Township of West Lincoln contain a clause requiring that the warning clauses identified in the report completed by Howe Gastmeier Chapnik Limited, entitled "Noise Feasibility Study, Proposed Residential Development, 132 College St West Lincoln, Ontario", dated July 4, 2024, be included in offers of purchase and sale or lease for each dwelling unit.

22. That the Site Plan Agreement contains a clause that water metering for the condominium site will be provided by one meter in a pit at property line. The cost of the pit and meter are the responsibility of the Owner. The size of the meter to be determined at the design stage.

23. That the Owner prepare a detailed streetscape plan for the condominium in accordance with the requirements of the Township of West Lincoln including the Township's Urban Design Manual.

24. That the Site Plan Agreement contains a clause that the Owner is responsible to provide wood privacy fencing along the existing Morgan Avenue properties and

black vinyl coated chain link fence along the Union Cemetery lands.

25. That the Site Plan Agreement contains a clause that the recommendations provided in the Cultural Heritage Impact Assessment prepared by Wood, dated June 16, 2022, include consultation with the Township and Heritage Committee for salvaging or donating any commemorative features of the school or potential inclusion of commemorative plaques or place naming of the new development.

26. That the Site Plan Agreement contains clauses that reference the legislation compliance provided in Section 6: Advice on Compliance with Legislation found in the Revised Stage 1 and 2 Archaeological Assessment, prepared by Archaeological Services Inc., dated October 16, 2023. NOTE: No demolition, grading or other soil disturbances shall take place on the subject property prior to the issuance of a letter from the MHSTCI confirming that all archaeological resource concerns have been mitigated and meet licensing and resource conservation requirements.

27. That the following clause be included in the Condominium Agreement:

    If deeply buried or previously undiscovered archaeological remains/resources are found during development activities on the subject lands, all activities must stop immediately. If the discovery is human remains, contact the police and coroner to secure the site. If the discovery is not human remains, the area must be secured to prevent site disturbance. The project proponent must then follow the steps outlined in the Niagara Region Archaeological Management Plan: Appendix C (Available at: https://www.niagararegion.ca/culture-and-environment/pdf/archaeological-management-plan.pdf)

Regional Conditions

Servicing

28. That the Owner provides a written acknowledgement to Niagara Region stating that draft approval of this Condominium does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the site plan agreement is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.

29. That the Owner provides a written undertaking to Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this Condominium shall contain a clause indicating that servicing allocation for the Condominium will not be assigned until the plan is registered, and a similar clause be inserted in the Site Plan Agreement between the Owner and the Township.

30. That prior to final approval for registration of this Condominium, the Owner shall submit the design drawings [with calculations] for any new municipal sanitary and

storm sewers, and stormwater management facilities required to service this development. The capacity in the Regional system is to be confirmed and copies of the approved CLI ECA forms and final drawings must be forwarded to Niagara Region.

31. That prior to approval of the final plan, the Owner shall submit detailed sanitary sewer design information (flows, timing, revised flows for any changes to development plans) for the Condominium. The report is to be sealed by a qualified professional engineer. Prior to final approval, the Region will require sign-off from the Township that capacity is available in the system and has been allocated to this development, subject to their wastewater allocation policy and modelling.

Waste Collection

32. That the Site Plan Agreement requires the Owner to include the following clause into all offers and agreements of Purchase and Sale or Lease for all the dwelling units:

    "Owners/Purchasers/Tenants of townhouse Units are advised that waste collection will be through a private contractor and not the Region of Niagara".

Clearance of Conditions

33. Prior to granting final approval, the Township of West Lincoln must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of Niagara Region.

NPEI Conditions

34. That Niagara Peninsula Energy confirm that satisfactory arrangements, financial and otherwise, have been made with Niagara Peninsula Energy for any Niagara Peninsula Energy facilities servicing this Draft Plan of Condominium which are required by the Municipality; a copy of such confirmation shall be forwarded to the Municipality.

35. That the Owner provide a Letter of Credit to Niagara Peninsula Energy for all costs associated with the electrical servicing for the development. The amount of the Letter of Credit will be confirmed once the electrical design has been approved by the Municipality.

Telecommunications Conditions

36. That Bell Canada, and/or any other applicable telecommunication company, confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada, or any other applicable telecommunication company, for any telecommunication facilities serving this Draft Plan of Condominium which are

required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.

37. That the Owner shall agree in the Site Plan Agreement, in words satisfactory to Bell Canada, and/or any other applicable telecommunication company to grant to Bell Canada and/or any applicable telecommunication company, any easements that may be required for telecommunication services. Note: Easements may be required prior to final approval.

Canada Post Conditions

38. That the following clause shall be included in the Site Plan Agreement and inserted in all offers and agreements of purchase and sale or lease for each dwelling unit:

"The prospective purchaser is advised that the home/business mail delivery will be from a designated centralized mailbox and that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales."

39. That the Owner agrees to:

(a) Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the development.
(b) Install a concrete pad with the identified locations in accordance with and approved by Canada Post to facilitate the placement of Community Mail Boxes.
(c) Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of condominium.
(d) Determine the location of all centralized mail receiving facilities in cooperation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans.
(e) Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

40. That the Owner agrees to Canada Post's multi-unit policy, which requires that the Owner/Developer provide the centralized mail facility (lock Box Assembly) at their own expense (less than 100 units will require a front loading Lock Box Assembly and more than 100 units will require a rear loading Lock Box Assembly which will require a mail room) will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

CLEARANCE OF CONDITIONS

That if final approval is not given to this plan within **THREE YEARS** of the approval date and no extensions have been granted draft approval shall lapse. If the Owner wishes to request an extension to the draft approval period, a written explanation with reasons why the extension is required together with a resolution from the Township, must be received by the Township prior to the lapsing date.

Prior to granting approval of the final plan, the Township's Growth and Sustainability Department will require WRITTEN notification from the following agencies that their respective conditions have been met satisfactorily:

- **TOWNSHIP OF WEST LINCOLN** for Conditions 1 to 27.
- **REGION OF NIAGARA** for Conditions 28 to 33.
- **NIAGARA PENINSULA ENERGY** for Conditions 34 & 35.
- **TELECOMMUNICATIONS COMPANY** for Conditions 36 & 37.
- **CANADA POST** for Conditions 38 to 40.

NOTES:

1. **Conveying**

   (a) As the land mentioned above to be conveyed to the municipal corporation may be more easily described in the conveyance by reference to a Registered Plan than by "metes and bounds", we suggest that the description be so worded, and,

   (b) We further suggest that the Owner give to the municipality an undertaking to deposit with the Clerk a properly executed copy of the conveyance concurrent with the registration of the plan.

2. **Land Required to be Registered Under the Land Titles Act**

   (a) Section 160(1) of The Land Titles Act, which requires all new plans be registered in the land titles system;
   (b) Section 160(2) – allows certain exceptions.

3. **Water and Sewerage Systems**

   Inauguration or extensions of a piped water supply, a sewerage system, a storm drainage system or a stormwater management system is subject to approval of the Ministry of Environment (Approvals Branch) pursuant to Section 52 and Section 53 of The Ontario Water Resources Act, R.S.O. 1990.

4. Agencies to be Contacted:

(a) With respect to the requirements of the Township of West Lincoln Growth and Sustainability (Planning) Department contact:

Mr. Gerrit Boerma
Director of Growth and Sustainability
318 Canborough Street, P.O. Box 400
Smithville, Ontario, L0R 2A0
Telephone – (905) 957-5131
Email – gboerema@westlincolnc.ca

(b) With respect to the requirements of the Township's Infrastructure (Public Works) Department contact:

Ms. Jennifer Bernard
Manager, Civil Land Development
318 Canborough Street, P.O. Box 400
Smithville, Ontario, L0R 2A0
Telephone – (905) 957-3346 ext. 6732
Email – jbernard@westlincoln.ca

(c) With respect to the requirements of the Region of Niagara contact:
Development Approvals
devtplanningapplications@niagararegion.ca

(d) With respect to the requirements of Bell Canada contact:
planninganddevelopment@bell.ca

5. Review of Conditions

Applicants are advised that should any of the conditions appear unjustified or their resolution appears too onerous, they are invited to bring their concerns to the General Committee's attention through a change of condition request. The Committee will consider requests to revise or delete conditions.

In order to assist the agencies listed above in clearing conditions for final approval and registration of the plan, it may be useful to forward executed copies of the Condominium Agreement between the Owner and the Township to those agencies.

6. Hydro One Cautionary Note

An electrical distribution line operating at below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 – Proximity – of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no object be brought closer than 3 metres (10 feet) to

the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors could raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on the wood poles supporting the conductors stating **"DANGER – Overhead Electrical Wires"** in all locations where personnel and construction vehicles might come in close proximity to the conductors.

Niagara Region

Public Works - Infrastructure Planning and Development Division
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

October 6, 2025

Region File Numbers: PLOPA202501428, PLZBA202500907, PLSD202500906, PLCD202500908, PLSP202500909

Susan Smyth
Manager, Community Planning and Design
Township of West Lincoln
318 Canborough St., P.O. Box 400
Smithville, ON L0R 2A0

Dear Ms. Smyth:

Re: Regional and Provincial Comments (Revised)
Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan
Township File Numbers: 1601-004-25, 2000-002-25, 2000-003-25 CDM, 2100-004-25
Applicant: NPG Solutions Inc. (c/o Max Fedchyshak)
Location: 132 College Street, West Lincoln

Regional Infrastructure Planning and Development staff has reviewed the concurrent Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), Draft Plan of Subdivision (DPS), Draft Plan of Condominium (DPC), and Site Plan applications for the lands municipally known as 132 College Street in the Township of West Lincoln. The applications are required to facilitate the development of three blocks of on-street townhouses with a total of 13 units fronting on Morgan Avenue and 9 stacked townhouse blocks consisting of 144 units.

The OPA application is required to permit an increased density within the Medium Density designation in the Township of West Lincoln Official Plan. The ZBA application is required to rezone the subject lands from RM2 (Morgan), RM3-195, RM-3, and Environmental Conservation (EC) to a site-specific RM3-## zone in the Township of West Lincoln Zoning By-law.

The 13 street townhouse units are proposed to front Morgan Avenue and are to be severed from the subject lands by the proposed Plan of Subdivision. These units will function independently from the retained portion of the subject lands. The DPS contains one block, which will be divided by removal of part lot control in the future. The retained

portion of the subject lands form the DPC application. The phased condominium is planned to be registered in five phases. The Site Plan application is appliable to the DPC lands.

A virtual pre-consultation meeting was held on January 18, 2024, with the Applicant and Town and Regional staff.

Planning Act Changes

Staff advise pursuant to the *Planning Act*, as of March 31, 2025, Niagara Region is an upper-tier municipality without planning responsibilities. The council of an upper-tier municipality, on conditions agreed upon with the council of a local municipality, may provide advice and assistance to lower-tier municipalities in respect of planning matters generally. Township Council approved entering into a service level agreement with Niagara Region ('Planning Services Agreement') to continue providing support and advice to the Township of West Lincoln for environmental planning.

Please be advised that through this change to the *Planning Act*, the *Niagara Official Plan, 2022* (NOP) is effectively an official plan of the Township of West Lincoln, which remains in effect until the Township revokes or amends it to provide otherwise. As such, Township staff should be satisfied that the applications conform to NOP policies.

On this basis, the following comments pertaining to environmental planning are provided as advice to assist the Township in their review of the applications. Under the Memorandum of Understanding for Engineering Review between the Township and the Region, the comments related to regional infrastructure and waste collection are considered Regional requirements with respect to the Region's interests.

Natural Environment System

The subject property is impacted by the NOP Natural Environment System (NES), consisting of Other Woodland. Other Woodlands are recognized as Natural Heritage Features and Areas under the NOP. In accordance with NOP Policy 3.1.9.8.1, an Environmental Impact Study (EIS) is required when development or site alteration is proposed on lands adjacent to such features.

Staff previously reviewed a Technical Memorandum, prepared by GEI Consultants Canada (dated January 24, 2025) and requested an updated report to:

- Classify the treed community in accordance with Ecological Land Classification (ELC) for Southern Ontario;
- Complete a Significant Wildlife Habitat (SWH) screening assessment; and
- Evaluate a potential watercourse within the treed area.

Staff has reviewed the Woodland Assessment Update, prepared by GEI Consultants Canada (dated June 12, 2025). The updated assessment:

- Assesses the treed community in accordance with ELC protocols,
- Confirms the absence of SWH, and
- Concludes that the drainage feature does not meet the criteria for a permanent or intermittent stream.

Further, the report determines that the treed community does not satisfy the NOP's criteria for classification as Other Woodland. Staff note that the treed area is approximately 0.002 hectares below the 0.3 hectare threshold typically used to identify Other Woodlands. While such a marginal discrepancy would normally warrant further analysis, staff acknowledge that development approvals have already been granted for adjacent lands to the south, which also encompass portions of the same treed community. Given this context, staff accept GEI's conclusions regarding the feature's classification.

In summary, staff confirm that NES features are not present on the subject lands. Accordingly, staff offer no objection to the proposed development applications and identify no further requirements to Township staff.

Stormwater Management

On behalf of the Township of West Lincoln, Regional staff reviewed the 'Preliminary Functional Servicing Report', and the 'Engineering Response Letter', prepared by LandSmith Engineering and Consulting Ltd. (both dated June 2025). There are no objections to the stormwater management (SWM) plan. The storm tank is designed to recharge groundwater through the stone layer beneath the outlet. This plan will aid in on-site water retention. Staff suggest the following:

a. The future detailed engineering plans depict the two-stepped orifices to ensure the configuration aligns with the SWM plan.
b. The Erosion & Sediment Control plan depict the inspection and maintenance requirements.

Regional staff note that stormwater from the subject development will outlet to a storm system under the jurisdiction of Township of West Lincoln. Niagara Region has no management interests on the subject development and, therefore, offer no conditions to the draft plan approval. As such, staff's review does not cover the 'Storm Sewer Design Calculation'. The comments are subject to the discretion of Township staff.

Regional Sewage Pumping Station

The Smithville Sewage Pumping Station (SPS) sewershed experiences significant Inflow/Infiltration (I/I) and has limited capacity. The current Smithville SPS has an operational capacity of 104 L/s and the current 2021 Master Servicing Plan (MSP) has indicated that an upgrade to the station will be required to accommodate all anticipated growth in the SPS sewershed. The Region will be undertaking a study to determine the upgraded phasing plan for the Smithville SPS and the capacity of the downstream receiving system in 2025/2026. An I/I reduction program should be on-going to restore

design capacity and potentially gain additional capacity in the system during rainfall events to allow for development.

The proposed development is intended to be phased in, the servicing report should breakdown the anticipated flows for each Phase and provided the following calculations for anticipated flows throughout the life cycle of the system.

Prior to final approval, the Region will require sign-off from the Township that capacity is available in the system and has been allocated to this development, subject to their wastewater allocation policy and modelling.

Waste Collection

Niagara Region provides curbside waste collection for developments that meet the requirements of Niagara Region's Waste Collection Policy. The subject property is eligible to receive Regional curbside waste collection provided that the owner bring the waste to the curbside on the designated pick up day and that the following limits are not exceeded (based on current waste collection contract):

- No Limit green containers (collected weekly); and,
- 2 Garbage Containers per unit (collected bi-weekly)
- Curbside Collection Only

Staff note that the townhouses fronting onto Morgan Avenue, which are included in the DPS, are eligible for curbside waste collection. However, due to the design and layout of the stacked townhouses within the DPC application, the development does not meet the Region's waste collection requirements. As a result, waste collection for the DPC application will be the responsibility of the property owner and must be arranged through a private contractor, rather than being serviced by Niagara Region.

Circular Materials Ontario is responsible for the delivery of residential blue and grey box recycling collection services, and related information can be found at the following link: https://www.circularmaterials.ca/resident-communities/niagara-region/

Conclusion

Regional Infrastructure Planning and Development staff offer no objection to the applications, provided the conditions in the attached Appendix are fulfilled. Staff advise that there are no Regional conditions associated to the Draft Plan of Subdivision application.

Please be advised that through changes to the *Planning Act*, the NOP is effectively an official plan of the Township of West Lincoln, which remains in effect until the Township revokes or amends it to provide otherwise. As such, Township staff should be satisfied that the application conforms to NOP policies.

If you have any questions related to the above comments, please contact the undersigned at Katie.Young@niagararegion.ca.

Please send copies of the staff report and notice of the Township's decision on these applications when available.

Kind regards,

Katie Young

Katie Young, MCIP, RPP
Senior Development Planner

cc: Adam Boudens, M.Sc., Senior Environmental Planner / Ecologist
Maggie Ding, P.Eng., Stormwater Management Engineer
Philippe Biba, Development Approvals Technician

Appendix

Regional Conditions of Draft Plan of Condominium and/or Site Plan Approval

132 College Street, West Lincoln

Servicing

1. That the owner provides a written acknowledgement to Niagara Region stating that draft approval of this condominium does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.

2. That the owner provides a written undertaking to Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this condominium shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the condominium agreement between the owner and the Township.

3. That prior to final approval for registration of this plan of condominium, the owner shall submit the design drawings [with calculations] for any new municipal sanitary and storm sewers, and stormwater management facilities required to service this development. The capacity in the Regional system is to be confirmed and copies of the approved CLI ECA forms and final drawings must be forwarded to Niagara Region.

4. That prior to approval of the final plan, the Owner shall submit detailed sanitary sewer design information (flows, timing, revised flows for any changes to development plans) for the condominium. The report is to be sealed by a qualified professional engineer. Prior to final approval, the Region will require sign-off from the Township that capacity is available in the system and has been allocated to this development, subject to their wastewater allocation policy and modelling.

Waste Collection

1. That the following clause be included in the draft plan and site plan agreement and inserted into all offers and agreements of Purchase and Sale or Lease for all the dwelling units:

   “Owners/Purchasers/Tenants of townhouse Units are advised that waste collection will be through a private contractor and not the Region of Niagara”

Clearance of Conditions

Prior to granting final approval, the Township of West Lincoln must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of Niagara Region.

Condominium Agreement

Prior to final approval for registration, a copy of the executed Condominium Agreement for the proposed development should be submitted to Niagara Region for verification that the appropriate clauses have been included. Niagara Region recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution.

Note: Clearance requests shall be submitted to the Region in accordance with the Memorandum of Understanding, which stipulates that requests for formal clearance of conditions are to be received and circulated to the Region by the local municipality. The local municipality is also responsible for circulating a copy of the draft agreement, and the Region is unable to provide a final clearance letter until the draft agreement is received. The Region is committed to reviewing submissions related to individual conditions prior to receiving the formal request for clearance. In this regard, studies and reports can be sent directly to the Region with a copy provided to the local municipality.

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684

www.ptsl.com

2025-03-05
Project: 240083

Jon Whyte
Development Land Manager
Phelps Homes Ltd.
166 Main Street West
Grimsby, ON L3M 1S3

RE: 132 COLLEGE STREET, WEST LINCOLN (SMITHVILLE), ON
RESIDENTIAL DEVELOPMENT TRANSPORTATION IMPACT BRIEF UPDATE

Phelps Homes Ltd. retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this Transportation Impact Brief (TIB) Update for a proposed residential development at 132 College Street in Smithville, Ontario.

Figure 1 (attached) illustrates the site location.

Scope of Work

This study reviews the forecast impacts of the site-generated traffic on the surrounding road network and identifies any required remedial measures. The scope of the study includes:

- Assessing current traffic and site conditions within the study area;
- Forecasting future non-development (background) traffic growth;
- Forecasting the additional site-generated traffic;
- Analyzing future traffic impacts on the surrounding road network for five years after the study commissioned date;
- Estimating the site's parking demand based on industry publications and other municipalities in Niagara Region; and
- Recommending any necessary mitigation.

The study was initially scoped with the Township in March 2022. To confirm that the originally approved study scope is still valid, Paradigm reached out to the Township in May 2024; however, no response has been provided to date. **Appendix A** contains the pre-study consultation material and response from the Township.

The intersections assessed in this study area include:

- College Street and Morgan Avenue (unsignalized);
- College Street and College Street Estates Driveway (unsignalized);
- St. Catharines Street and College Street (unsignalized); and
- One Site Driveway connection to College Street (assumed unsignalized).

Roadway Characteristics

The roadways of interest within the study area include St. Catharines Street, College Street, Morgan Avenue, and Frank Street and are described as follows[1]:

- **St. Catharines Street** is an east-west, two-lane regional arterial with a posted speed limit of 50 km/h. Sidewalks are provided on both sides of the roadway;
- **College Street** is a north-south, two-lane local roadway. A statutory speed limit of 50 km/h is assumed, and a sidewalk is provided on the east side of the roadway;
- **Morgan Avenue** is an east-west, two-lane local roadway. A statutory speed limit of 50 km/h is assumed, and a sidewalk is provided on the south side of the roadway from Brock Street to approximately 70 m east of College Street; and
- **Frank Street** is a one-lane local roadway connecting travellers from Griffin Street to the intersection of St. Catharines Street at College Street. There are no sidewalks provided on either side of the roadway.

Existing Traffic Volumes

Paradigm undertook turning movement counts at the study area intersections in March 2022. The March 2022 data was factored to 2024 using a 2% annual growth rate. Volume balancing was also completed for the 2024 base year condition along College Street and Morgan Avenue.

Figure 2 (attached) illustrates the adjusted base year weekday AM and PM peak hour traffic volumes. **Appendix B** contains the detailed existing count data.

[1] Township of West Lincoln, *Official Plan Schedule 'F' Infrastructure & Transportation,* (Smithville: Township of West Lincoln, 2018).

Existing Traffic Operations

Intersection level of service (LOS) is a recognized method of quantifying the average delay experienced by drivers at intersections. It is based on the delay related to the number of vehicles desiring to move compared to the estimated capacity. The operations of the study intersections were evaluated using the existing lane configurations, traffic controls, and the base year traffic peak hour volumes. The level of service conditions on the existing road network has been assessed using Synchro 11 with HCM 2000 procedures.

As noted in Niagara Region TIS guidelines[2], movements at unsignalized intersections are considered critical under the following conditions:

- Volume to Capacity ratios (v/c) for movements that exceed 0.85 at a signalized intersection;
- The 95th percentile queues for an individual movement are projected to exceed available turning lane storage, block site accesses, and left and right turn lanes are blocked by the through movement queues (same approach); and
- Based on the average delay per vehicle on individual movements, LOS operates at LOS D or worse for an unsignalized intersection and LOS E or worse for a signalized intersection.

Table 1 summarizes the existing intersection operations. The entries in the table indicate the peak hour level of service, volume-to-capacity ratios, and 95th-percentile queues experienced. **Appendix C** contains the detailed Synchro reports. The following is noted with respect to the operational assessment:

- All study area intersections are forecast to operate at acceptable service levels during the AM and PM peak hours, and no critical movements have been noted.

[2] Niagara Region, *Transportation Impact Assessment Guidelines,* (Thorold: Niagara Region, 2023).

TABLE 1: EXISTING OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																Overall
				Eastbound				Westbound				Northbound				Southbound				
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		**A**		A	>	**A**	<	B	>	**B**	B		>	**B**	
			Delay	8	0		**0**		0	>	**0**	<	13	>	**13**	15		>	**15**	
			V/C	0.02	0.20				0.21	>		<	0.00	>		0.06		>		
			Q	0	0				0	>		<	0	>		1		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	15	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	**A**	<	A		**A**	A		>	**A**					
			Delay		0	>	**0**	<	6		**6**	9		>	**9**					
			V/C		0.01	>		<	0.01			0.03		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	**A**		A	>	**A**	<	A		**A**	
			Delay					9		>	**9**		0	>	**0**	<	0		**0**	
			V/C					0.01		>			0.02	>		<	0.00			
			Q					0		>			0	>		<	0			
PM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		**A**		A	>	**A**	<	C	>	**C**	C		>	**C**	
			Delay	9	0		**0**		0	>	**0**	<	17	>	**17**	23		>	**23**	
			V/C	0.02	0.29				0.30	>		<	0.01	>		0.15		>		
			Q	1	0				0	>		<	0	>		4		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	14	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	**A**	<	A		**A**	A		>	**A**					
			Delay		0	>	**0**	<	6		**6**	9		>	**9**					
			V/C		0.02	>		<	0.00			0.06		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	**A**		A	>	**A**	<	A		**A**	
			Delay					9		>	**9**		0	>	**0**	<	0		**0**	
			V/C					0.00		>			0.04	>		<	0.00			
			Q					0		>			0	>		<	0			

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
TWSC - Two-Way Stop Control
< / > - Shared Movement

Development Concept

Development Description

The subject site is proposed to be redeveloped into nine stacked townhouse blocks with 144 units. Vehicle access is proposed via one all-move access to College Street.

Figure 3 (attached) shows the proposed development concept.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation manual[3] methods forecast site-generated trips. Land Use Code (LUC) 220 (Multifamily Housing, Low-Rise) was used to estimate the site trip generation.

Table 2 summarizes the forecast site-generated trips, indicating 67 AM peak hour and 82 PM peak trips. No reductions for alternative modes of transportation were used in the calculation.

TABLE 2: FORECAST SITE-GENERATED TRIPS

Land Use	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
LUC 220	144	16	51	67[1]	52	30	82[2]

1: T = 0.31(X) + 22.85 | 2: T = 0.43(X) + 20.55

Trip Distribution

The directional distribution of traffic approaching and departing the development is a function of several variables: population densities, employment locations, existing travel patterns, and the efficiency of the site's roadways. The estimated distribution was developed using the Transportation Tomorrow Survey[4] (TTS) data for the subject site zone. **Table 3** summarizes the estimated trip distribution for site-generated traffic volumes. **Figure 4 (attached)** illustrates the weekday peak hour site-generated traffic volumes.

[3] Institute of Transportation Engineers, *Trip Generation Manual,* 11th ed., (Washington DC: ITE, 2021).
[4] Transportation Tomorrow Survey 2016, University of Toronto Data Management Group.

TABLE 3: TRIP DISTRIBUTION

Origin/Destination	Distribution
East via St. Catharines Street	25%
West via St. Catharines Street	75%
Total	**100%**

Future Traffic Volumes

A horizon year of five years after the year of study (2029) has been assessed. The likely future volumes near the subject site are estimated to consist of:

- Increased non-site traffic (generalized background traffic growth). A growth rate of 2% per annum was applied to existing traffic volumes; and
- Traffic generated by the subject site.

The Township identified no background developments for inclusion in the background traffic volumes.

Figure 5 and Figure 6 (attached) illustrate the future background traffic (without development) and total traffic volumes (with development), respectively.

Future Traffic Operations

Future Background Traffic Operations

The study area intersection operations analysis for the forecast background traffic scenario followed the same methodology used for the existing traffic conditions. **Table 4** details the level of service conditions. **Appendix D** contains the detailed Synchro 11 reports with HCM 2000 procedures.

All study area intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours, with the following critical movements noted at the intersection of St. Catharines Street and College Street:

- The southbound movement is forecast to operate at LOS D during the PM peak hour and a v/c ratio of 0.20. The southbound approach is operating at 20% of its available capacity.

Future Total Traffic Operations

The study area intersection operations analysis for the future total traffic scenario followed the same methodology used for the existing and background traffic conditions. **Table 5** details the level of service conditions for the weekday AM and PM peak hours. **Appendix E** contains the detailed Synchro 11 reports with HCM 2000 procedures.

All study area intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours, with the following critical movements noted at the intersection of St. Catharines Street and College Street:

- The southbound movement is forecast to operate at LOS D during the PM peak hour and a v/c ratio of 0.35. The southbound approach is operating at 35% of its available capacity.

With the addition of the site-generated traffic volumes, the approach delays at the existing study area intersections increase by three seconds or less during the AM and PM peak hours.

TABLE 4: BACKGROUND OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																Overall
				Eastbound				Westbound				Northbound				Southbound				
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		**A**		A	>	**A**	<	B	>	**B**	C		>	**C**	
			Delay	8	0		**0**		0	>	**0**	<	14	>	**14**	16		>	**16**	
			V/C	0.02	0.23				0.24	>		<	0.00	>		0.07		>		
			Q	0	0				0	>		<	0	>		2		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	15	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	**A**	<	A		**A**	A		>	**A**					
			Delay		0	>	**0**	<	6		**6**	9		>	**9**					
			V/C		0.01	>		<	0.01			0.03		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	**A**		A	>	**A**	<	A		**A**	
			Delay					9		>	**9**		0	>	**0**	<	0		**0**	
			V/C					0.01		>			0.02	>		<	0.00			
			Q					0		>			0	>		<	0			
PM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		**A**		A	>	**A**	<	C	>	**C**	D		>	**D**	
			Delay	9	0		**0**		0	>	**0**	<	19	>	**19**	28		>	**28**	
			V/C	0.03	0.32				0.34	>		<	0.02	>		0.20		>		
			Q	1	0				0	>		<	0	>		5		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	14	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	**A**	<	A		**A**	A		>	**A**					
			Delay		0	>	**0**	<	6		**6**	9		>	**9**					
			V/C		0.02	>		<	0.00			0.06		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	**A**		A	>	**A**	<	A		**A**	
			Delay					9		>	**9**		0	>	**0**	<	0		**0**	
			V/C					0.00		>			0.04	>		<	0.00			
			Q					0		>			0	>		<	0			

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
TWSC - Two-Way Stop Control
< / > - Shared Movement

TABLE 5: TOTAL OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																Overall
				Eastbound				Westbound				Northbound				Southbound				
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		A		A	>	A	<	B	>	B	C		>	C	
			Delay	8	0		1		0	>	0	<	14	>	14	16		>	16	
			V/C	0.03	0.23				0.24	>		<	0.01	>		0.19		>		
			Q	1	0				0	>		<	0	>		5		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	14	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	A	<	A		A	A		>	A					
			Delay		0	>	0	<	6		6	9		>	9					
			V/C		0.01	>		<	0.01			0.03		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	A		A	>	A	<	A		A	
			Delay					9		>	9		0	>	0	<	0		0	
			V/C					0.01		>			0.03	>		<	0.00			
			Q					0		>			0	>		<	0			
	College Street & Site Driveway	TWSC	LOS					A		>	A		A	>	A	<	A		A	
			Delay					9		>	9		0	>	0	<	0		0	
			V/C					0.06		>			0.03	>		<	0.00			
			Q					1		>			0	>		<	0			
PM Peak Hour	Frank Street/College Street & St. Catharines Street	TWSC	LOS	A	A		A		A	>	A	<	C	>	C	D		>	D	
			Delay	9	0		1		0	>	0	<	22	>	22	31		>	31	
			V/C	0.07	0.32				0.34	>		<	0.02	>		0.35		>		
			Q	2	0				0	>		<	0	>		11		>		
			Stor.	15	-				-	>		<	-	>		-		>		
			Avail.	13	-				-	>		<	-	>		-		>		
	College Street & Morgan Avenue	TWSC	LOS		A	>	A	<	A		A	A		>	A					
			Delay		0	>	0	<	6		6	9		>	9					
			V/C		0.02	>		<	0.00			0.06		>						
			Q		0	>		<	0			1		>						
	College Street & Estates Driveway	TWSC	LOS					A		>	A		A	>	A	<	A		A	
			Delay					10		>	10		0	>	0	<	0		0	
			V/C					0.00		>			0.07	>		<	0.00			
			Q					0		>			0	>		<	0			
	College Street & Site Driveway	TWSC	LOS					A		>	A		A	>	A	<	A		A	
			Delay					9		>	9		0	>	0	<	0		0	
			V/C					0.04		>			0.07	>		<	0.00			
			Q					1		>			0	>		<	0			

MOE - Measure of Effectiveness
LOS - Level of Service
Delay - Average Delay per Vehicle in Seconds
V/C - Volume to Capacity Ratio
Q - 95th Percentile Queue Length (m)
Stor. - Existing Storage (m)
Avail. - Available Storage (m)
TWSC - Two-Way Stop Control
< / > - Shared Movement

Critical Movements

Under background and total traffic conditions, the southbound left-turn/right-turn movement at the intersection of St. Catharines Street and College Street is forecast to operate at LOS D (considered critical in Niagara Region TIS guidelines) during the PM peak hour. However, remedial measures are not recommended at this time, given the following:

- The approach delays are noted to be less than 35 seconds, and the v/c ratio does not surpass 0.35. The southbound movement is operating at 35% of its available capacity.
- The 95th percentile queue for the southbound movement at the intersection of St. Catharines Street and College Street reaches a length just shy of 2 passenger cars (11 metres). This confirms that delays at the intersection are reasonable as a significant queue is not projected for the southbound approach during the weekday peak hours.

Overall, there is still spare capacity available, and the queue lengths are reasonable; improvements are not recommended for the intersection of St. Catharines Street and College Street.

In the long term, if the Township would like to provide additional capacity at the intersection, a possible remedial measure could include the addition of separate left and right turn lanes for the southbound approach. No additional right-of-way would be required as College Street has a right-of-way of 20 metres. With respect to the possibility of signalizing the intersection, this improvement option would not be recommended, given spacing constraints at the signalized intersection of Regional Road 20 with Griffin Street South.

Neighbourhood Capacity

Roadway classifications are generally determined in accordance with the Transportation Association of Canada Geometric Design Guidelines for Canadian Roadways (TAC-GDGCR)[5]. A municipal road network typically has a local, collector, and arterial roadway hierarchy.

Per the Township of West Lincoln Official Plan, College Street and Morgan Avenue are classified as local roadways. The primary function of a local road is to provide direct access to properties. As indicated in TAC-GDGCR (Table 2.6.5), the environmental capacity for a local residential roadway is approximately 1,000 vehicles per day and 3,000 vehicles per day for a local industrial/commercial road. Based on the future total traffic forecast, it is estimated that the daily traffic volume will be less than 2,000 vehicles per day on College Street and less than 600 vehicles per day on Morgan Avenue.

College Street, which provides access to several commercial and residential properties, is forecast to operate within the daily capacity of a local commercial road based on the criteria outlined in TAC-GDGCR. Morgan Avenue is forecast to operate below the daily capacity for a local residential roadway. These roadways are not expected to experience any operational issues.

[5] Transportation Association of Canada, *Geometric Design Guide for Canadian Roads,* (Ottawa: TAC, 2017).

The above analysis indicates that the roadways will have sufficient capacity to accommodate additional traffic generated by the proposed development. The daily volumes along these roadways are expected to be within the capacity of a local road.

It is recognized that the proposed development will increase traffic on the study area roadways, and this traffic may be noticed by at least some of the adjacent residents who will perceive it to be a nuisance; however, the increased traffic volumes are not expected to result in deterioration in traffic operations.

Left-Turn Lane Warrant

The intersection of College Street at the Site Driveway was not assessed to determine if the projected traffic volumes warrant the installation of a left-turn lane. It is noted that none of the site-generated trips leave/access the site via College Street north of the Site Driveway. Therefore, no southbound left-turn lane is needed along College Street at the Site Driveway.

Parking Assessment

Zoning By-law Requirements

The proposed development is subject to the Township of West Lincoln Zoning By-law (ZBL) 2017-70. Under ZBL 2017-70[6], the following parking requirement applies:

- For every stacked townhouse unit, 1.75 parking spots are needed.

Applying the ZBL rate to the proposed use results in a total required parking supply of 252, whereas the site plan shows a parking supply of 219. **Table 6** summarizes the site-specific parking standard calculations.

TABLE 6: ZONING BY-LAW PARKING REQUIREMENTS

Units	ZBL 2017-70	Provided
144	252	219

[6] Township of West Lincoln Zoning By-law 2017-70, Part 3. General Provisions

ITE Parking Generation

Numerous industry associations and institutions are dedicated to surveying and reviewing parking requirements related to various land uses. These associations, such as the Institute of Transportation Engineers (ITE), collect, review and disseminate information about parking demand, supply, and appropriate design standards. This data helps establish a typical range of requirements. The parking generation manual[7] is a comparative starting point to determine baseline assumptions.

This study includes ITE peak period parking demand rates as guidelines to benchmark how the proposed supply compares to industry standards based on collected data at various proxy sites. The following ITE Land Use Code (LUC) was reviewed:

- **LUC 220 (Multifamily Housing, Low-Rise)** Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms. The average weekday peak parking demand ratio is 1.27 spaces per unit during the weekday and 1.18 spaces per unit on a Saturday. Various configurations can fit this description, including the following:
  - Walk-up apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
  - Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit.
  - Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway.

Table 7 outlines parking rates from ITE. The ITE parking rates stipulate the parking demand to be 183 spaces, whereas the site provides 219.

TABLE 7: ESTIMATED PARKING DEMAND – ITE RATES

Land Use Code	Units	Parking Rate	Parking Demand
220	144	1.27 spaces per unit	183

[7] Institute of Transportation Engineers. *Parking Generation Manual,* 6th ed., (Washington, DC: ITE, 2023).

Comparator Jurisdictional Review

Paradigm has completed a review of the parking by-law requirements for several other municipalities within the Niagara Region. The review included four municipalities that derive parking requirements for townhouses or private road developments.

- The Town of Grimsby's ZBL 14-45[8] indicates that every townhouse unit requires 1.50 parking spots. This results in a requirement of 216 parking spots for the proposed development.
- The City of Thorold's ZBL 2140-97[9] indicates block townhouse dwellings requires 1.50 parking spots. This results in a requirement of 216 parking spots for the proposed development.
- The Town of Fort Erie's ZBL 129-90[10] indicates that every block townhouse unit requires 1.50 parking spots. This results in a requirement of 216 parking spots for the proposed development.
- The Town of Pelham's ZBL 4481 (2022)[11] indicates an unspecified residential unit requires 1.25 parking spots. This results in a requirement of 180 parking spots for the proposed development.

The municipalities and their respective parking by-law requirements are presented in **Table 8**. As noted in **Table 8**, the parking rates for the comparator municipalities require a parking rate of 1.25 to 1.50 spaces per unit.

TABLE 8: COMPARATOR JURISDICTIONAL REVIEW

Municipality	By-Law	Land Use	Parking Requirement
Town of Grimsby	14-45	Townhouse Unit	1.50 spaces per unit
City of Thorold	2140-97	Fourplex, double duplex, block townhouse dwelling, or apartment building containing not more than 15 dwelling units	1.50 spaces per unit
Town of Pelham	4481(2022)	Other Permitted Residential	1.25 spaces per unit
Town of Fort Erie	129-90	Apartment and Block Townhouse Dwellings	1.50 spaces per unit

[8] Town of Grimsby Zoning By-law 14-45, Section 5.0 Parking and Loading Provisions
[9] City of Thorold By-law 2140-97, Section 6 General Provisions
[10] Town of Fort Erie Zoning By-law 129-09, Section 6 - General Provisions
[11] Town of Pelham Zoning By-law 4481 (2022), Section 4: Parking and Loading Requirements

Parking Summary

Based on the combination of ITE rates and parking requirements in other municipalities in the Niagara Region, the estimated parking demand is between 1.25 and 1.50 parking spaces per unit. With the site proposing 219 parking spaces (1.52 spaces per unit), the site falls just above the general demand estimated by ITE and the threshold based on a review of adjacent municipalities.

Conclusions and Recommendations

Conclusions

- **Existing Traffic Conditions:** All study area intersections are forecast to operate at acceptable service levels during the AM and PM peak hours, with no critical movements noted.
- **Development Trip Generation:** The development is forecast to generate approximately 67 and 82 trips during the AM and PM peak hours, respectively.
- **Future Background and Total Traffic Conditions:** The study area intersections are forecast to operate at acceptable levels of service similar to existing traffic conditions with the following critical movement noted:
  - Under background and total traffic conditions, the southbound left-turn/right-turn movement at the intersection of St. Catharines Street and College Street is forecast to operate at LOS D (considered critical in Niagara Region TIS guidelines) during the PM peak hour. However, remedial measures are not recommended at this time, given the following:
    - The approach delays are noted to be less than 35 seconds, and the v/c ratio does not surpass 0.35. The southbound movement is operating at 35% of its available capacity.
    - The 95th percentile queue for the southbound movement at the intersection of St. Catharines Street and College Street reaches a length just shy of 2 passenger cars (11 metres). This confirms that delays at the intersection are reasonable as a significant queue is not projected for the southbound approach during the weekday peak hours.
- **Zoning By-law Requirements:** Under the Township of West Lincoln ZBL 2017-70, the following parking requirement applies:
  - For every stacked townhouse unit, 1.75 parking spots are needed. Applying the ZBL rate to the proposed use results in a total required parking supply of 252, whereas the site plan shows a parking supply of 219.

- **Parking Summary:** Based on the combination of ITE rates and parking requirements in other municipalities in the Niagara Region, the estimated parking demand is between 1.25 and 1.50 parking spaces per unit. With the site proposing 219 parking spaces (1.50 spaces per unit), the site falls just above the general demand estimated by ITE and the threshold based on a review of adjacent municipalities.

Recommendations

Based on the findings of this study, it is recommended that the development be considered for approval with the proposed parking supply and no conditions related to off-site transportation improvements.

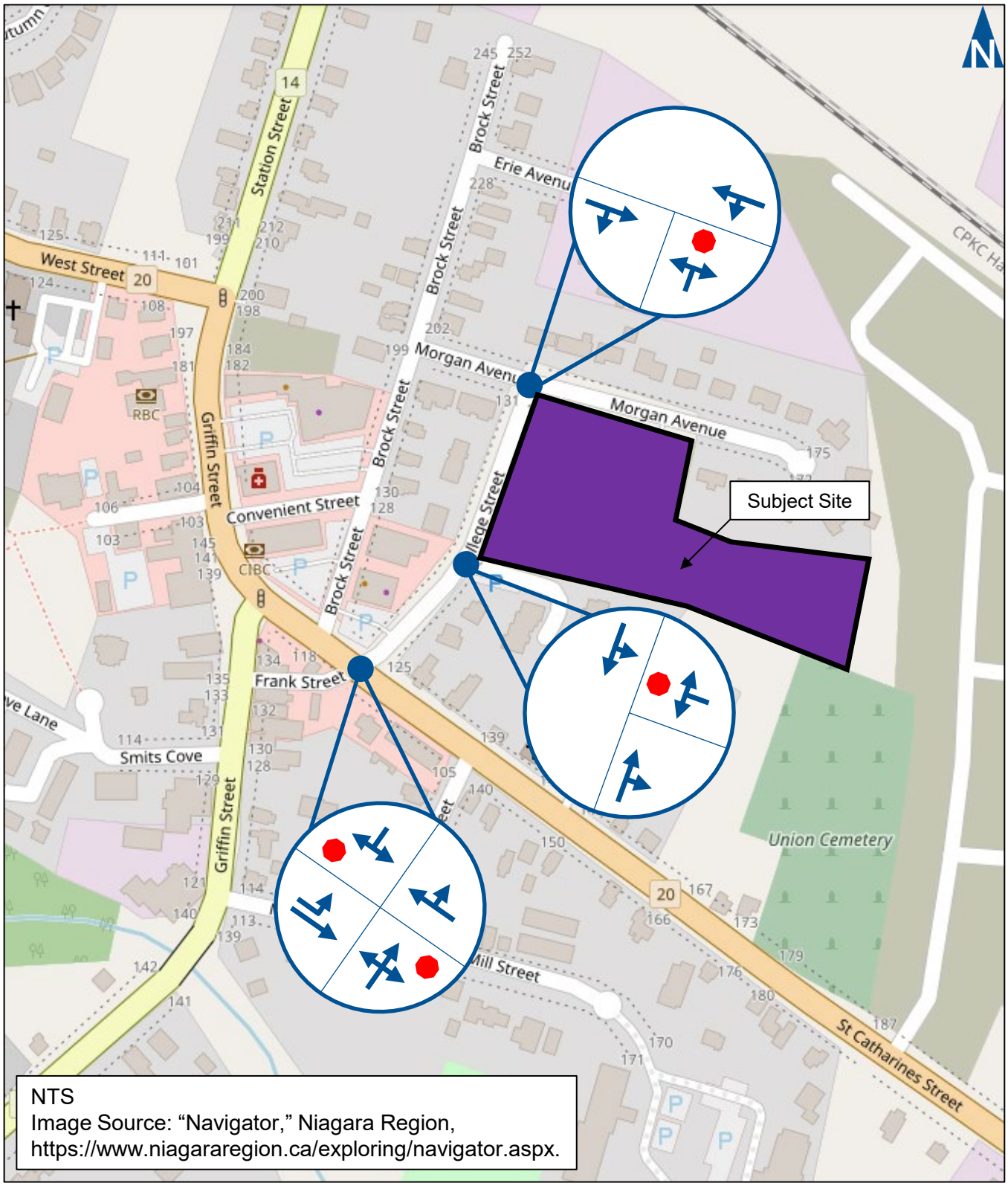
Yours truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Adam J. Makarewicz
Dipl.T., C.E.T. MITE
Senior Project Manager

Stew Elkins
B.E.S., MITE
Vice President

Attachments



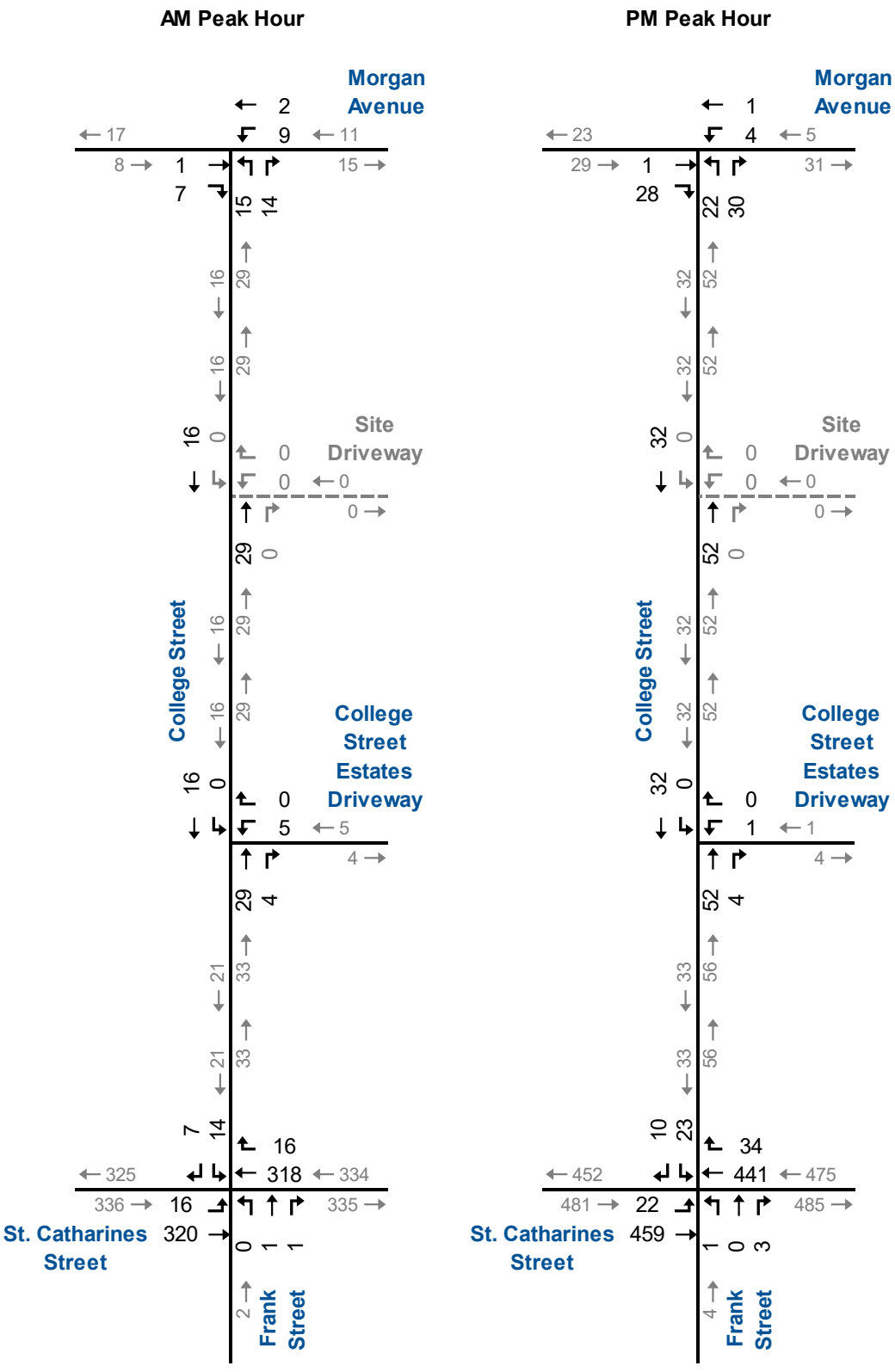
NTS
Image Source: “Navigator,” Niagara Region, https://www.niagararegion.ca/exploring/navigator.aspx.

paradigm TRANSPORTATION SOLUTIONS LIMITED

Site Location

132 College Street, Smithville TIB Update
240083

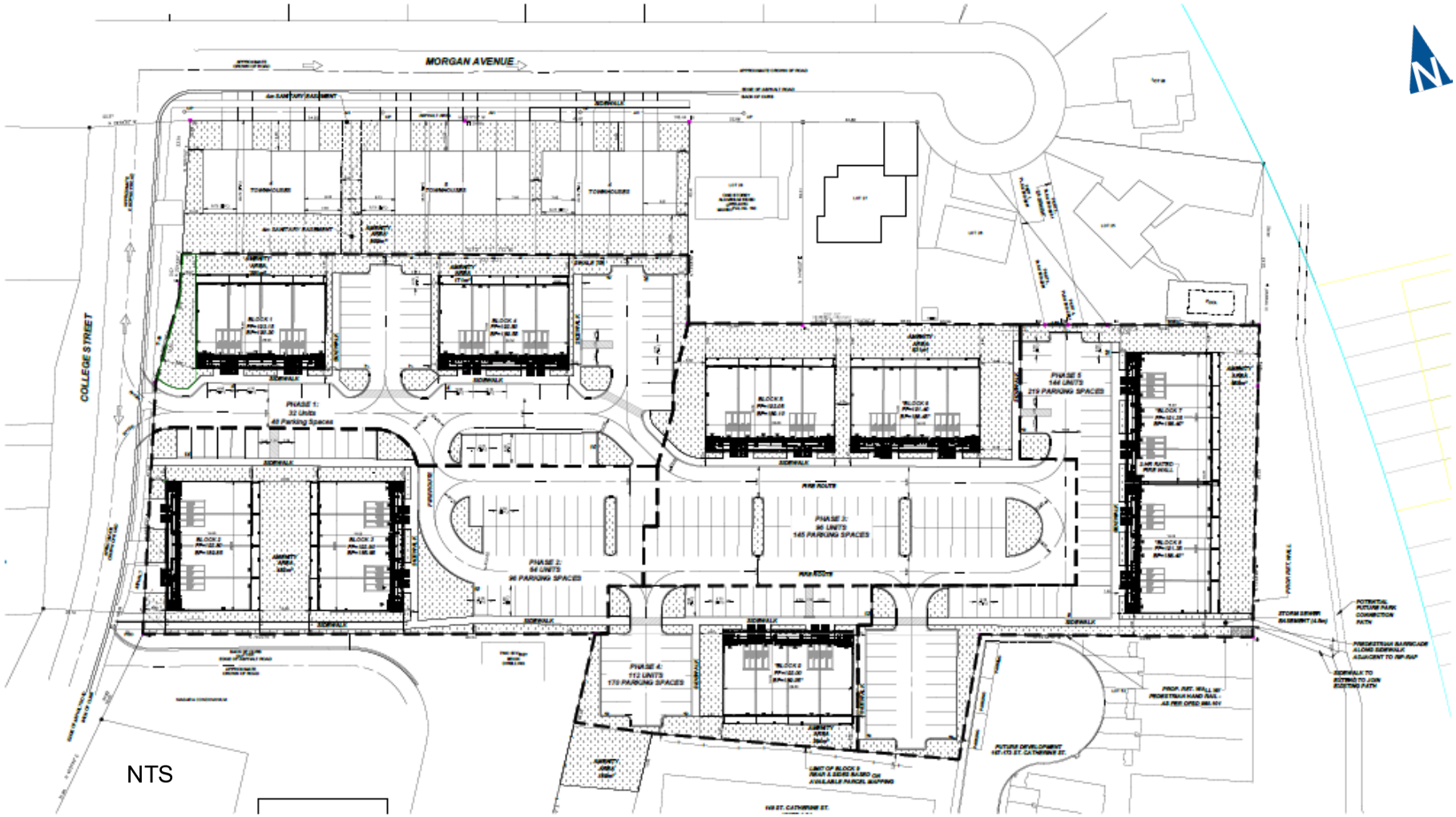
Figure 1



Base Year Traffic Volumes

132 College Street, Smithville TIB Update
240083

Figure 2

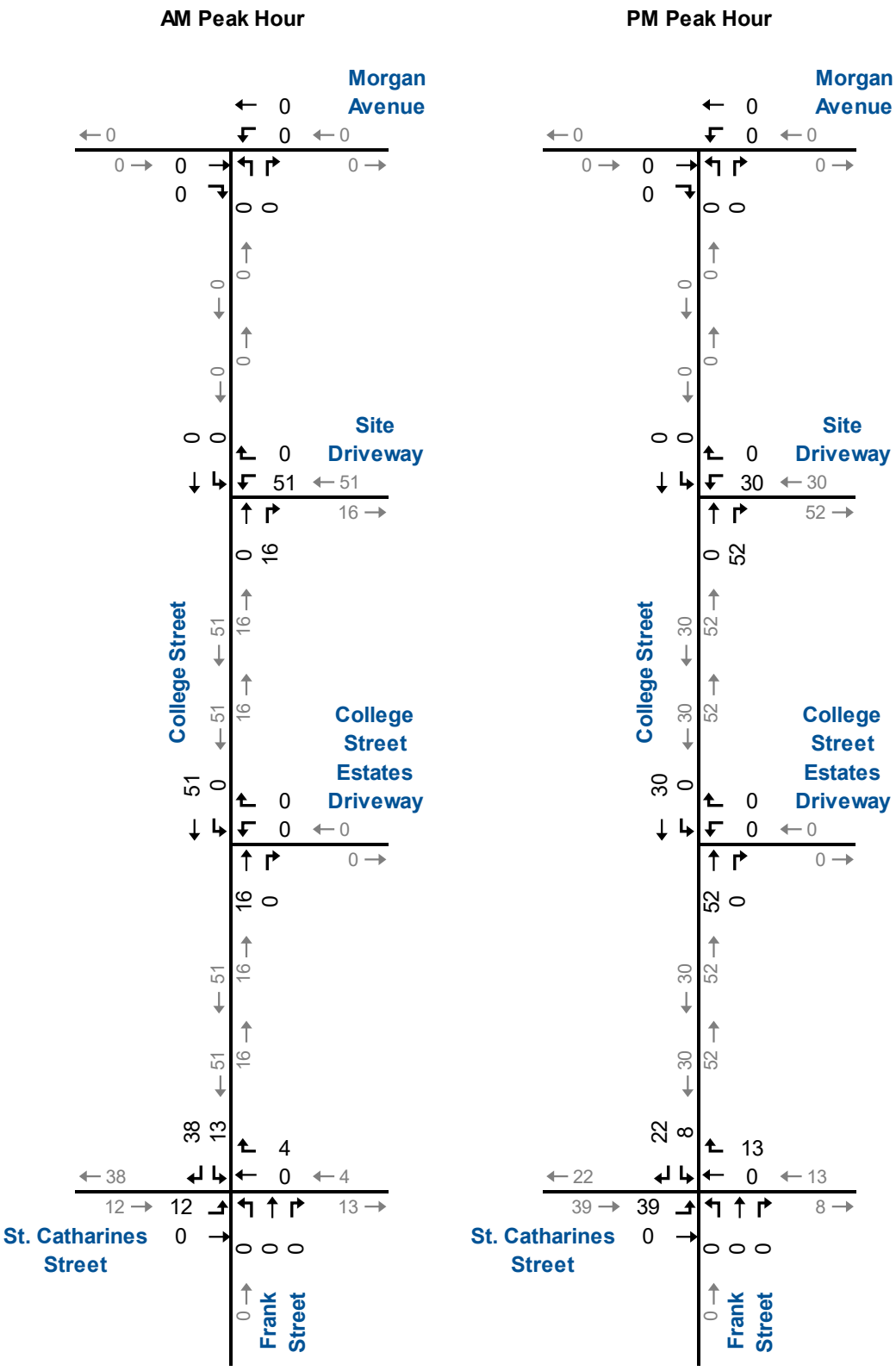


paradigm TRANSPORTATION SOLUTIONS LIMITED

Concept Plan

132 College Street, Smithville TIB Update
240083

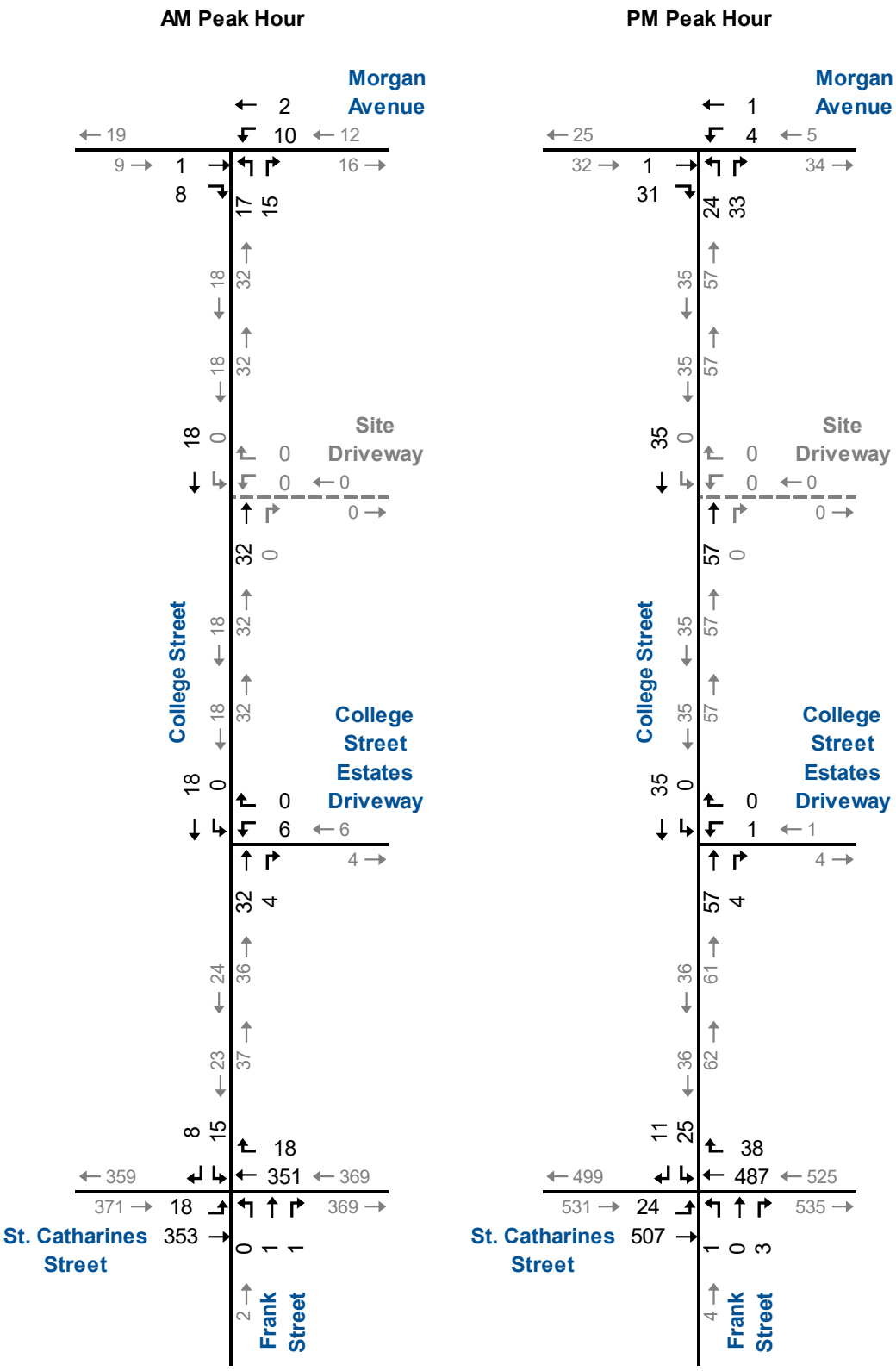
Figure 3



Site-Generated Traffic Volumes

132 College Street, Smithville TIB Update
240083

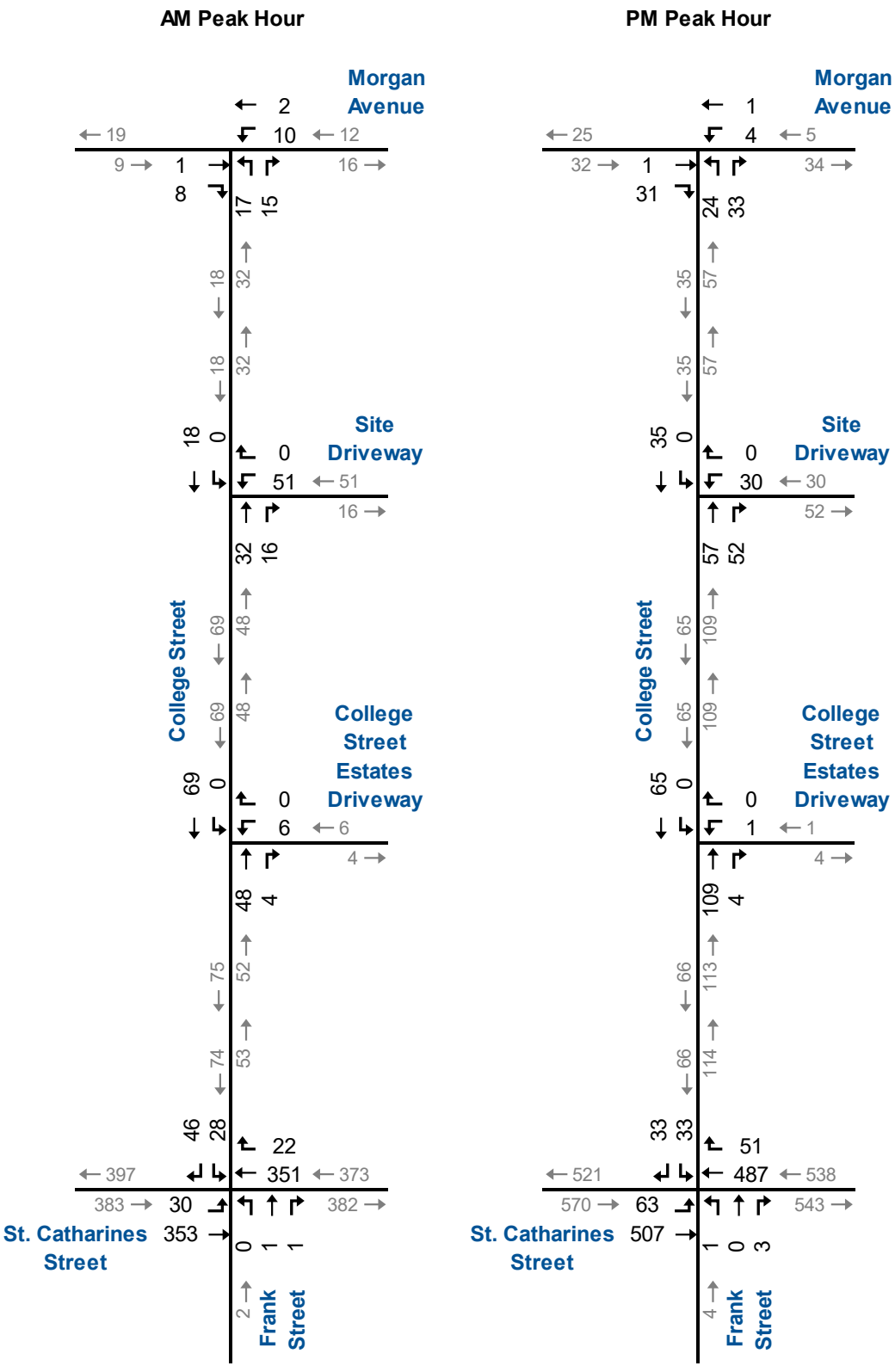
Figure 4



Background Traffic Volumes

132 College Street, Smithville TIB Update
240083

Figure 5



Total Traffic Volumes

132 College Street, Smithville TIB Update
240083

Figure 6

Appendix A: Pre-Study

From: Gerrit Boerema <gboerema@westlincoln.ca>
Sent: May 22, 2024 11:23 AM
To: Andrew Orr
Cc: Adam Makarewicz
Subject: RE: 240083 (132 College Street, Smithville) TIB Update

Hi Andrew,

Sorry for the delay – let me circle back with Public Works and get back to you.

Gerrit,

Our working hours may be different. Please do not feel obligated to reply outside of your working hours. Let's work together to help foster healthy work-life boundaries.

West Lincoln
Respecting our Roots – Realizing our Future

Gerrit Boerema

Manager of Planning
Tel: 905-957-3346 ext.5131
Email: gboerema@westlincoln.ca
Web: www.westlincoln.ca

The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and destroy any copies of this information.

From: Andrew Orr [mailto:aorr@ptsl.com]
Sent: May 22, 2024 10:46 AM
To: Gerrit Boerema <gboerema@westlincoln.ca>
Cc: Adam Makarewicz <amakarewicz@ptsl.com>
Subject: RE: 240083 (132 College Street, Smithville) TIB Update

Hi Gerrit,

I'm following up on the request below.

Best Regards,

Andrew Orr, M.A.Sc., EIT
Transportation Consultant, Associate
(He/Him)

5A-150 Pinebush Road, Cambridge ON, N1R 8J8
p: 519.896.3163 x210
m: 289-808-8997
e: aorr@ptsl.com
w: www.ptsl.com

From: Andrew Orr
Sent: Monday, May 13, 2024 4:32 PM
To: Gerrit Boerema <gboerema@westlincoln.ca>
Cc: Adam Makarewicz <amakarewicz@ptsl.com>
Subject: 240083 (132 College Street, Smithville) TIB Update

Hello Gerrit,

Paradigm Transportation Solutions Limited (Paradigm) has been retained to conduct an updated Transportation Impact Brief (TIB) for the development located at 132 College Street in Smithville, Ontario. Paradigm is wondering if the original terms of reference (attached) is still valid? The following updates are reflected in the latest concept plan (also attached):

- The updated residential unit count is 144; and
- There is only one driveway connection to College Street.

A parking study will also be prepared for this development

Best Regards,

Andrew Orr, M.A.Sc., EIT
Transportation Consultant, Associate
(He/Him)

5A-150 Pinebush Road, Cambridge ON, N1R 8J8
p: 519.896.3163 x210
m: 289-808-8997
e: aorr@ptsl.com
w: www.ptsl.com

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this e-mail in error please notify the sender immediately. Please note that any views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of Paradigm Transportation Solutions Limited. Finally, the recipient should check this e-mail and any attachments for the presence of viruses. Paradigm Transportation Solutions Limited accepts no liability for any damage caused by any virus transmitted by this e-mail.

From: Gerrit Boerema <gboerema@westlincoln.ca>
Sent: March 24, 2022 4:44 PM
To: Dunsmore, Susan; Patrick Neal
Cc: Adam Makarewicz; Alguire, Robert; Jennifer Bernard
Subject: RE: (220190) 130 College St, West Lincoln Transportation Brief - Pre-study Consultation
Attachments: Concept 7b-compressed.pdf

Hi Patrick,

What you have proposed is satisfactory to the Township.

One question, you mention there will be a connection to a private driveway, which I don't believe was on the original plan presented at pre-consultation. Can you confirm if that is even possible and if the condo would agree to that?

Gerrit,

West Lincoln
Your Future Naturally

Gerrit Boerema

Planner II

Tel: 905-957-3346 ext.5133
Email: gboerema@westlincoln.ca
Web: www.westlincoln.ca

The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and destroy any copies of this information.

COVID 19 Update March 1, 2022 – Beginning March 1st, the Township of West Lincoln is continuing to implement next steps in the Province's Next Phase of Reopening.

From: Dunsmore, Susan [mailto:Susan.Dunsmore@niagararegion.ca]
Sent: March 23, 2022 10:11 AM
To: Patrick Neal <pneal@ptsl.com>
Cc: Adam Makarewicz <amakarewicz@ptsl.com>; Gerrit Boerema <gboerema@westlincoln.ca>; Alguire, Robert <Robert.Alguire@niagararegion.ca>
Subject: RE: (220190) 130 College St, West Lincoln Transportation Brief - Pre-study Consultation

Hello Patrick

Thank you for looping the Region in on this terms of reference. The Region did not require the TIS therefore we have no comments on the Terms of Reference. If you require Regional traffic data requests are to be made through the website using the following link.

https://www.niagararegion.ca/living/roads/permits/traffic-data-requests.aspx

If you require anything further please contact me at your convenience.

Thank you,

Susan M. Dunsmore, P. Eng.
Manager, Development Engineering
Planning and Development Services

Phone: (905) 980-6000 or 1-800-263-7215 ext 3661
Address: 1815 Sir Isaac Brock Way, Thorold ON, L2V4T7

From: Patrick Neal <pneal@ptsl.com>
Sent: Tuesday, March 22, 2022 1:22 PM
To: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>; Gerrit Boerema <gboerema@westlincoln.ca>
Cc: Adam Makarewicz <amakarewicz@ptsl.com>
Subject: (220190) 130 College St, West Lincoln Transportation Brief - Pre-study Consultation

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

Hi Susan and Gerrit,

We have been retained to complete the Transportation Brief for the proposed residential development located at 130 College Street in the Township of West Lincoln, Niagara Region. The property owner is proposing redevelopment of the lands to permit 132 townhouse units and 6 live/work units.

A concept site plan is attached.

Vehicle access to the development is proposed through three driveway connections to College Street, Morgan Avenue, and a private driveway located at the southern limit of the property.

Based on the above we will prepare the Transportation Brief in accordance with the Niagara Region Traffic Impact Study Guidelines with the following principles and assumptions and ask for these to be reviewed/confirmed:

- Weekday AM and PM peak hours of adjacent roads for analysis.
- Study Area Intersections:
    - College Street at Morgan Avenue (unsignalized);
    - College Street at Private Driveway (unsignalized); and
    - St. Catharines Street at College Street (signalized).

  We will collect traffic data in April 2022.

Please provide the signal timing plan for the St. Catharines Street at College Street intersection at your earliest convenience.

- Horizon Year: Five years from date of study (2027).
- Background Growth Rate: 2% per annum, **Please confirm.**
- Background Developments: **Please confirm and provide corresponding TIS reports or site statistics.**
- Background Roadway Improvements: **Please confirm, and provide build-out date and relevant reports/drawings.**
- Trip Generation: ITE Trip Generation Manual 11th Edition.
- Trip Distribution: Existing traffic patterns and Transportation Tomorrow Survey data.

Please let us know if you have any comments or questions.

Regards,

Patrick Neal
Transportation Consultant

Paradigm Transportation Solutions Limited
5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 416.479.9684 x510
m: 416.688.7338
e: pneal@ptsl.com
w: www.ptsl.com

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this e-mail in error please notify the sender immediately. Please note that any views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of Paradigm Transportation Solutions Limited. Finally, the recipient should check this e-mail and any attachments for the presence of viruses. Paradigm Transportation Solutions Limited accepts no liability for any damage caused by any virus transmitted by this e-mail.
The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

Appendix B: Traffic Data

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022

Turning Movement Data

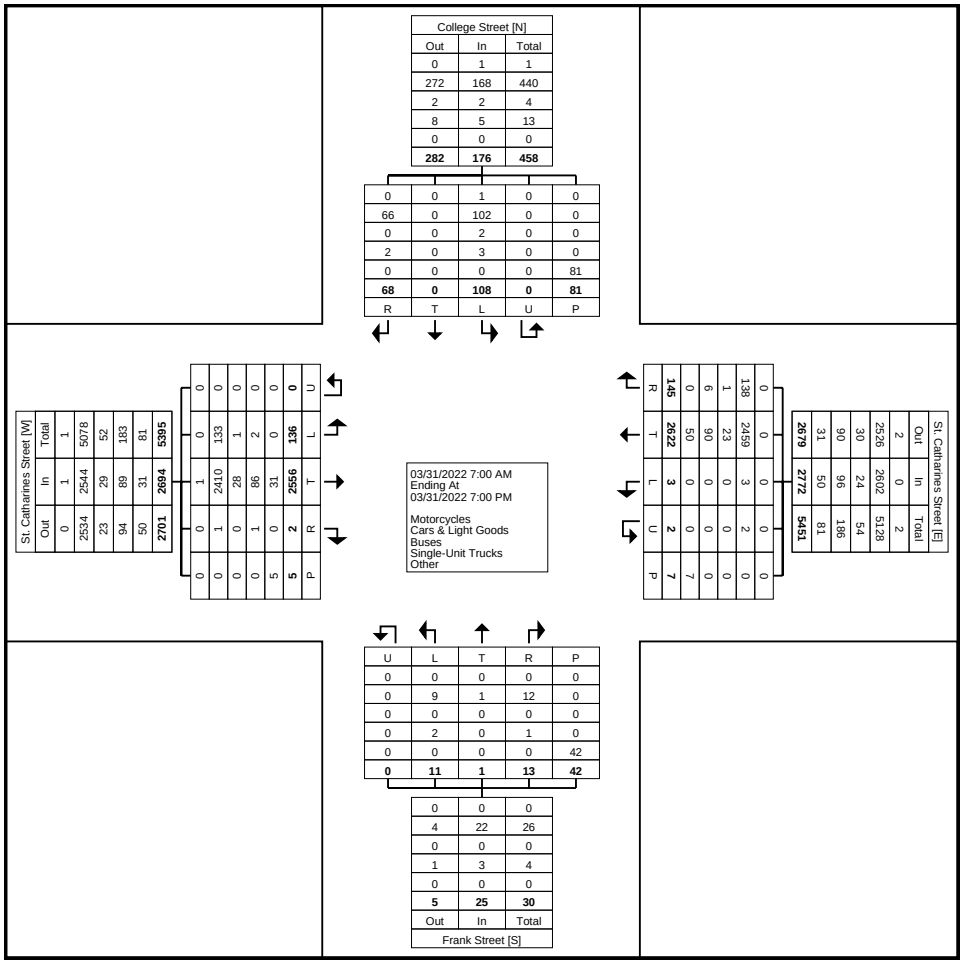
Start Time	St. Catharines Street Eastbound						St. Catharines Street Westbound						Frank Street Northbound						College Street Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	50	0	0	0	53	0	75	2	0	0	77	0	0	2	0	0	2	2	0	4	0	0	6	138
7:15 AM	0	46	0	0	0	46	0	84	1	0	0	85	0	0	0	0	0	0	1	0	3	0	1	4	135
7:30 AM	3	53	0	0	0	56	0	84	3	0	0	87	0	0	0	0	0	0	1	0	2	0	1	3	146
7:45 AM	5	67	0	0	0	72	0	87	1	0	0	88	0	0	0	0	3	0	4	0	1	0	1	5	165
Hourly Total	11	216	0	0	0	227	0	330	7	0	0	337	0	0	2	0	3	2	8	0	10	0	3	18	584
8:00 AM	2	46	0	0	0	48	0	69	3	0	0	72	0	0	0	0	0	0	1	0	2	0	2	3	123
8:15 AM	4	76	0	0	0	80	0	81	4	0	0	85	0	0	0	0	1	0	3	0	3	0	7	6	171
8:30 AM	5	90	0	0	0	95	0	78	2	0	0	80	0	0	1	0	1	1	5	0	2	0	2	7	183
8:45 AM	2	66	0	0	1	68	1	74	7	0	0	82	0	0	0	0	0	0	3	0	1	0	1	4	154
Hourly Total	13	278	0	0	1	291	1	302	16	0	0	319	0	0	1	0	2	1	12	0	8	0	12	20	631
9:00 AM	4	76	0	0	0	80	0	72	2	0	0	74	0	1	0	0	1	1	2	0	1	0	1	3	158
9:15 AM	2	61	0	0	0	63	0	81	5	0	0	86	0	0	0	0	1	0	3	0	2	0	0	5	154
9:30 AM	4	74	0	0	0	78	0	69	2	0	0	71	0	0	0	0	0	0	3	0	2	0	1	5	154
9:45 AM	2	72	0	0	0	74	0	64	4	0	0	68	0	0	0	0	1	0	2	0	0	0	2	2	144
Hourly Total	12	283	0	0	0	295	0	286	13	0	0	299	0	1	0	0	3	1	10	0	5	0	4	15	610
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	1	66	0	0	0	67	0	77	5	0	0	82	1	0	0	0	0	1	1	0	0	0	4	1	151
11:45 AM	5	72	0	0	0	77	0	76	6	0	1	82	0	0	1	0	2	1	2	0	1	0	1	3	163
Hourly Total	6	138	0	0	0	144	0	153	11	0	1	164	1	0	1	0	2	2	3	0	1	0	5	4	314
12:00 PM	3	93	0	0	0	96	0	89	2	0	0	91	2	0	1	0	2	3	5	0	3	0	4	8	198
12:15 PM	2	72	0	0	0	74	0	93	4	0	1	97	0	0	0	0	1	0	3	0	0	0	0	3	174
12:30 PM	3	78	0	0	0	81	0	82	4	0	0	86	0	0	1	0	0	1	7	0	1	0	2	8	176
12:45 PM	1	81	1	0	0	83	0	82	5	0	0	87	0	0	0	0	0	0	3	0	1	0	7	4	174
Hourly Total	9	324	1	0	0	334	0	346	15	0	1	361	2	0	2	0	3	4	18	0	5	0	13	23	722
1:00 PM	8	94	0	0	0	102	0	85	5	0	0	90	1	0	0	0	3	1	5	0	4	0	4	9	202
1:15 PM	3	92	0	0	0	95	0	89	1	0	0	90	0	0	0	0	2	0	4	0	1	0	5	5	190
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	11	186	0	0	0	197	0	174	6	0	0	180	1	0	0	0	5	1	9	0	5	0	9	14	392
4:00 PM	2	101	0	0	0	103	0	127	7	0	2	134	0	0	0	0	0	0	10	0	2	0	9	12	249
4:15 PM	9	129	0	0	0	138	1	94	12	0	1	107	0	0	3	0	0	3	4	0	1	0	3	5	253
4:30 PM	7	100	0	0	0	107	0	106	7	0	1	113	1	0	0	0	0	1	5	0	4	0	4	9	230
4:45 PM	3	111	0	0	0	114	0	96	7	0	0	103	0	0	0	0	5	0	3	0	3	0	2	6	223
Hourly Total	21	441	0	0	0	462	1	423	33	0	4	457	1	0	3	0	5	4	22	0	10	0	18	32	955
5:00 PM	9	131	0	0	2	140	0	91	5	0	0	96	1	0	0	0	0	1	5	0	5	0	1	10	247
5:15 PM	11	108	0	0	1	119	0	87	9	0	0	96	1	0	0	0	1	1	4	0	3	0	2	7	223

5:30 PM	3	101	0	0	1	104	0	90	8	0	0	98	1	0	0	0	2	1	4	0	2	0	0	6	209
5:45 PM	9	80	0	0	0	89	0	76	5	1	0	82	1	0	0	0	6	1	4	0	4	0	2	8	180
Hourly Total	32	420	0	0	4	452	0	344	27	1	0	372	4	0	0	0	9	4	17	0	14	0	5	31	859
6:00 PM	6	83	0	0	0	89	0	75	4	0	0	79	1	0	0	0	3	1	2	0	2	0	2	4	173
6:15 PM	4	51	0	0	0	55	0	70	4	1	0	75	0	0	2	0	1	2	5	0	2	0	2	7	139
6:30 PM	7	66	1	0	0	74	0	57	4	0	0	61	1	0	0	0	1	1	1	0	3	0	3	4	140
6:45 PM	4	70	0	0	0	74	1	62	5	0	1	68	0	0	2	0	5	2	1	0	3	0	5	4	148
Hourly Total	21	270	1	0	0	292	1	264	17	1	1	283	2	0	4	0	10	6	9	0	10	0	12	19	600
Grand Total	136	2556	2	0	5	2694	3	2622	145	2	7	2772	11	1	13	0	42	25	108	0	68	0	81	176	5667
Approach %	5.0	94.9	0.1	0.0	-	-	0.1	94.6	5.2	0.1	-	-	44.0	4.0	52.0	0.0	-	-	61.4	0.0	38.6	0.0	-	-	-
Total %	2.4	45.1	0.0	0.0	-	47.5	0.1	46.3	2.6	0.0	-	48.9	0.2	0.0	0.2	0.0	-	0.4	1.9	0.0	1.2	0.0	-	3.1	-
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	2
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9	-	0.0	-	-	0.6	0.0
Cars & Light Goods	133	2410	1	0	-	2544	3	2459	138	2	-	2602	9	1	12	0	-	22	102	0	66	0	-	168	5336
% Cars & Light Goods	97.8	94.3	50.0	-	-	94.4	100.0	93.8	95.2	100.0	-	93.9	81.8	100.0	92.3	-	-	88.0	94.4	-	97.1	-	-	95.5	94.2
Buses	1	28	0	0	-	29	0	23	1	0	-	24	0	0	0	0	-	0	2	0	0	0	-	2	55
% Buses	0.7	1.1	0.0	-	-	1.1	0.0	0.9	0.7	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	1.9	-	0.0	-	-	1.1	1.0
Single-Unit Trucks	2	86	1	0	-	89	0	90	6	0	-	96	2	0	1	0	-	3	3	0	2	0	-	5	193
% Single-Unit Trucks	1.5	3.4	50.0	-	-	3.3	0.0	3.4	4.1	0.0	-	3.5	18.2	0.0	7.7	-	-	12.0	2.8	-	2.9	-	-	2.8	3.4
Articulated Trucks	0	31	0	0	-	31	0	50	0	0	-	50	0	0	0	0	-	0	0	0	0	0	-	0	81
% Articulated Trucks	0.0	1.2	0.0	-	-	1.2	0.0	1.9	0.0	0.0	-	1.8	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	2.4	-	-	-	-	-	2.5	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	41	-	-	-	-	-	79	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	97.6	-	-	-	-	-	97.5	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Data Plot

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022

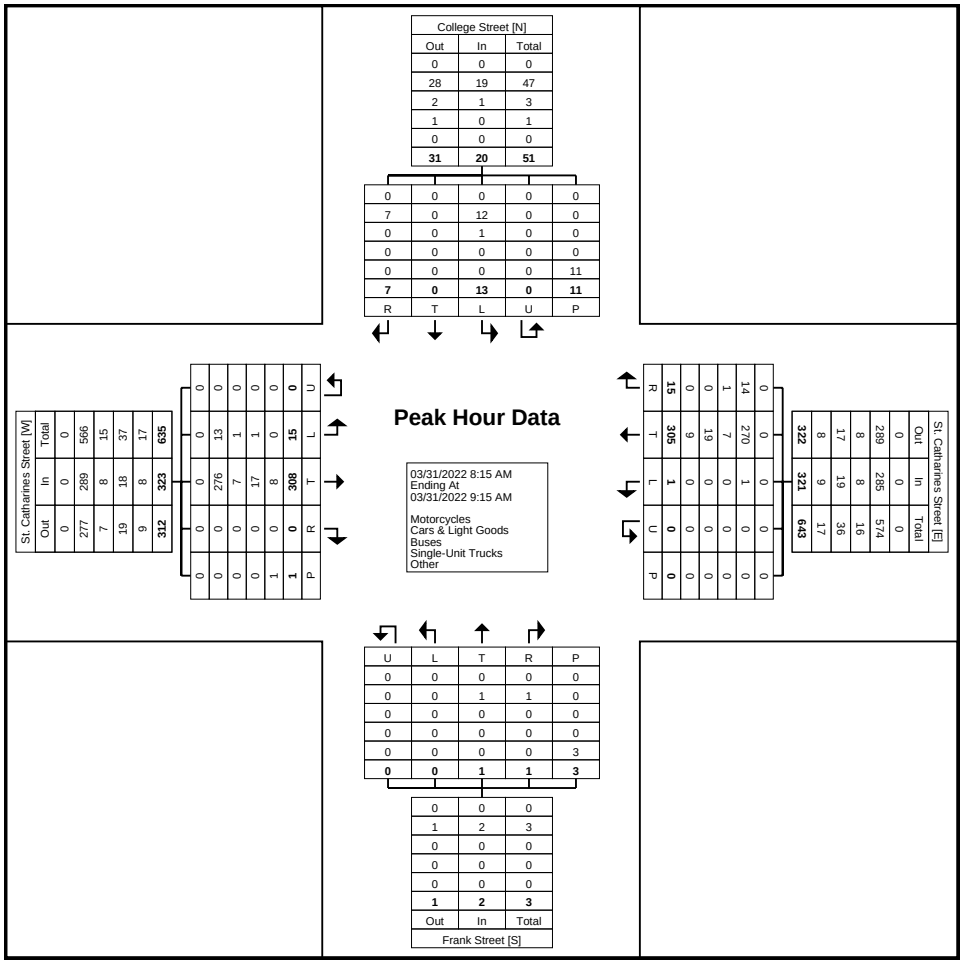
Turning Movement Peak Hour Data (8:15 AM)

Start Time	St. Catharines Street Eastbound						St. Catharines Street Westbound						Frank Street Northbound						College Street Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:15 AM	4	76	0	0	0	80	0	81	4	0	0	85	0	0	0	0	1	0	3	0	3	0	7	6	171
8:30 AM	5	90	0	0	0	95	0	78	2	0	0	80	0	0	1	0	1	1	5	0	2	0	2	7	183
8:45 AM	2	66	0	0	1	68	1	74	7	0	0	82	0	0	0	0	0	0	3	0	1	0	1	4	154
9:00 AM	4	76	0	0	0	80	0	72	2	0	0	74	0	1	0	0	1	1	2	0	1	0	1	3	158
Total	15	308	0	0	1	323	1	305	15	0	0	321	0	1	1	0	3	2	13	0	7	0	11	20	666
Approach %	4.6	95.4	0.0	0.0	-	-	0.3	95.0	4.7	0.0	-	-	0.0	50.0	50.0	0.0	-	-	65.0	0.0	35.0	0.0	-	-	-
Total %	2.3	46.2	0.0	0.0	-	48.5	0.2	45.8	2.3	0.0	-	48.2	0.0	0.2	0.2	0.0	-	0.3	2.0	0.0	1.1	0.0	-	3.0	-
PHF	0.750	0.856	0.000	0.000	-	0.850	0.250	0.941	0.536	0.000	-	0.944	0.000	0.250	0.250	0.000	-	0.500	0.650	0.000	0.583	0.000	-	0.714	0.910
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	13	276	0	0	-	289	1	270	14	0	-	285	0	1	1	0	-	2	12	0	7	0	-	19	595
% Cars & Light Goods	86.7	89.6	-	-	-	89.5	100.0	88.5	93.3	-	-	88.8	-	100.0	100.0	-	-	100.0	92.3	-	100.0	-	-	95.0	89.3
Buses	1	7	0	0	-	8	0	7	1	0	-	8	0	0	0	0	-	0	1	0	0	0	-	1	17
% Buses	6.7	2.3	-	-	-	2.5	0.0	2.3	6.7	-	-	2.5	-	0.0	0.0	-	-	0.0	7.7	-	0.0	-	-	5.0	2.6
Single-Unit Trucks	1	17	0	0	-	18	0	19	0	0	-	19	0	0	0	0	-	0	0	0	0	0	-	0	37
% Single-Unit Trucks	6.7	5.5	-	-	-	5.6	0.0	6.2	0.0	-	-	5.9	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	5.6
Articulated Trucks	0	8	0	0	-	8	0	9	0	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	17
% Articulated Trucks	0.0	2.6	-	-	-	2.5	0.0	3.0	0.0	-	-	2.8	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	2.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	18.2	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	81.8	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (8:15 AM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022

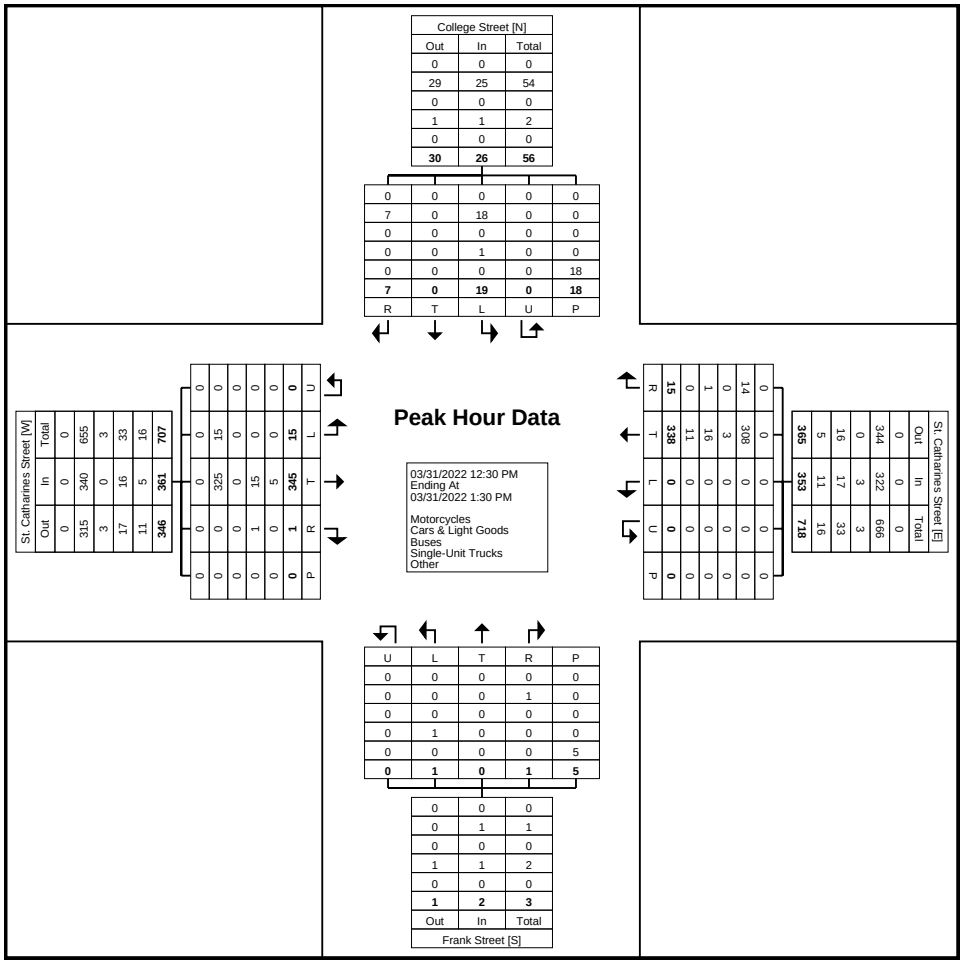
Turning Movement Peak Hour Data (12:30 PM)

Start Time	St. Catharines Street Eastbound						St. Catharines Street Westbound						Frank Street Northbound						College Street Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	3	78	0	0	0	81	0	82	4	0	0	86	0	0	1	0	0	1	7	0	1	0	2	8	176
12:45 PM	1	81	1	0	0	83	0	82	5	0	0	87	0	0	0	0	0	0	3	0	1	0	7	4	174
1:00 PM	8	94	0	0	0	102	0	85	5	0	0	90	1	0	0	0	3	1	5	0	4	0	4	9	202
1:15 PM	3	92	0	0	0	95	0	89	1	0	0	90	0	0	0	0	2	0	4	0	1	0	5	5	190
Total	15	345	1	0	0	361	0	338	15	0	0	353	1	0	1	0	5	2	19	0	7	0	18	26	742
Approach %	4.2	95.6	0.3	0.0	-	-	0.0	95.8	4.2	0.0	-	-	50.0	0.0	50.0	0.0	-	-	73.1	0.0	26.9	0.0	-	-	-
Total %	2.0	46.5	0.1	0.0	-	48.7	0.0	45.6	2.0	0.0	-	47.6	0.1	0.0	0.1	0.0	-	0.3	2.6	0.0	0.9	0.0	-	3.5	-
PHF	0.469	0.918	0.250	0.000	-	0.885	0.000	0.949	0.750	0.000	-	0.981	0.250	0.000	0.250	0.000	-	0.500	0.679	0.000	0.438	0.000	-	0.722	0.918
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	15	325	0	0	-	340	0	308	14	0	-	322	0	0	1	0	-	1	18	0	7	0	-	25	688
% Cars & Light Goods	100.0	94.2	0.0	-	-	94.2	-	91.1	93.3	-	-	91.2	0.0	-	100.0	-	-	50.0	94.7	-	100.0	-	-	96.2	92.7
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	0.0	0.0	0.0	-	-	0.0	-	0.9	0.0	-	-	0.8	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	15	1	0	-	16	0	16	1	0	-	17	1	0	0	0	-	1	1	0	0	0	-	1	35
% Single-Unit Trucks	0.0	4.3	100.0	-	-	4.4	-	4.7	6.7	-	-	4.8	100.0	-	0.0	-	-	50.0	5.3	-	0.0	-	-	3.8	4.7
Articulated Trucks	0	5	0	0	-	5	0	11	0	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	16
% Articulated Trucks	0.0	1.4	0.0	-	-	1.4	-	3.3	0.0	-	-	3.1	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	2.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (12:30 PM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022

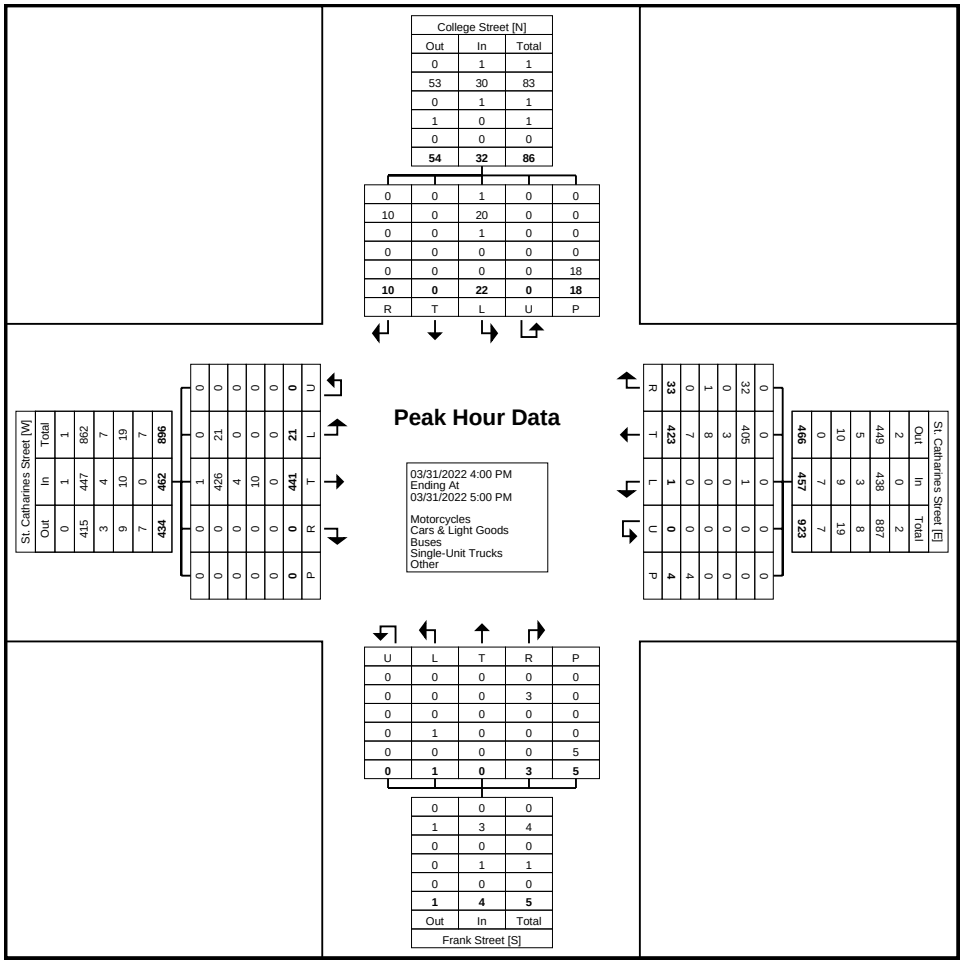
Turning Movement Peak Hour Data (4:00 PM)

Start Time	St. Catharines Street Eastbound						St. Catharines Street Westbound						Frank Street Northbound						College Street Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	2	101	0	0	0	103	0	127	7	0	2	134	0	0	0	0	0	0	10	0	2	0	9	12	249
4:15 PM	9	129	0	0	0	138	1	94	12	0	1	107	0	0	3	0	0	3	4	0	1	0	3	5	253
4:30 PM	7	100	0	0	0	107	0	106	7	0	1	113	1	0	0	0	0	1	5	0	4	0	4	9	230
4:45 PM	3	111	0	0	0	114	0	96	7	0	0	103	0	0	0	0	5	0	3	0	3	0	2	6	223
Total	21	441	0	0	0	462	1	423	33	0	4	457	1	0	3	0	5	4	22	0	10	0	18	32	955
Approach %	4.5	95.5	0.0	0.0	-	-	0.2	92.6	7.2	0.0	-	-	25.0	0.0	75.0	0.0	-	-	68.8	0.0	31.3	0.0	-	-	-
Total %	2.2	46.2	0.0	0.0	-	48.4	0.1	44.3	3.5	0.0	-	47.9	0.1	0.0	0.3	0.0	-	0.4	2.3	0.0	1.0	0.0	-	3.4	-
PHF	0.583	0.855	0.000	0.000	-	0.837	0.250	0.833	0.688	0.000	-	0.853	0.250	0.000	0.250	0.000	-	0.333	0.550	0.000	0.625	0.000	-	0.667	0.944
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	2
% Motorcycles	0.0	0.2	-	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	4.5	-	0.0	-	-	3.1	0.2
Cars & Light Goods	21	426	0	0	-	447	1	405	32	0	-	438	0	0	3	0	-	3	20	0	10	0	-	30	918
% Cars & Light Goods	100.0	96.6	-	-	-	96.8	100.0	95.7	97.0	-	-	95.8	0.0	-	100.0	-	-	75.0	90.9	-	100.0	-	-	93.8	96.1
Buses	0	4	0	0	-	4	0	3	0	0	-	3	0	0	0	0	-	0	1	0	0	0	-	1	8
% Buses	0.0	0.9	-	-	-	0.9	0.0	0.7	0.0	-	-	0.7	0.0	-	0.0	-	-	0.0	4.5	-	0.0	-	-	3.1	0.8
Single-Unit Trucks	0	10	0	0	-	10	0	8	1	0	-	9	1	0	0	0	-	1	0	0	0	0	-	0	20
% Single-Unit Trucks	0.0	2.3	-	-	-	2.2	0.0	1.9	3.0	-	-	2.0	100.0	-	0.0	-	-	25.0	0.0	-	0.0	-	-	0.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	7	0	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.0	-	-	-	0.0	0.0	1.7	0.0	-	-	1.5	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: St. Catharines Street & College Street
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (4:00 PM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022

Turning Movement Data

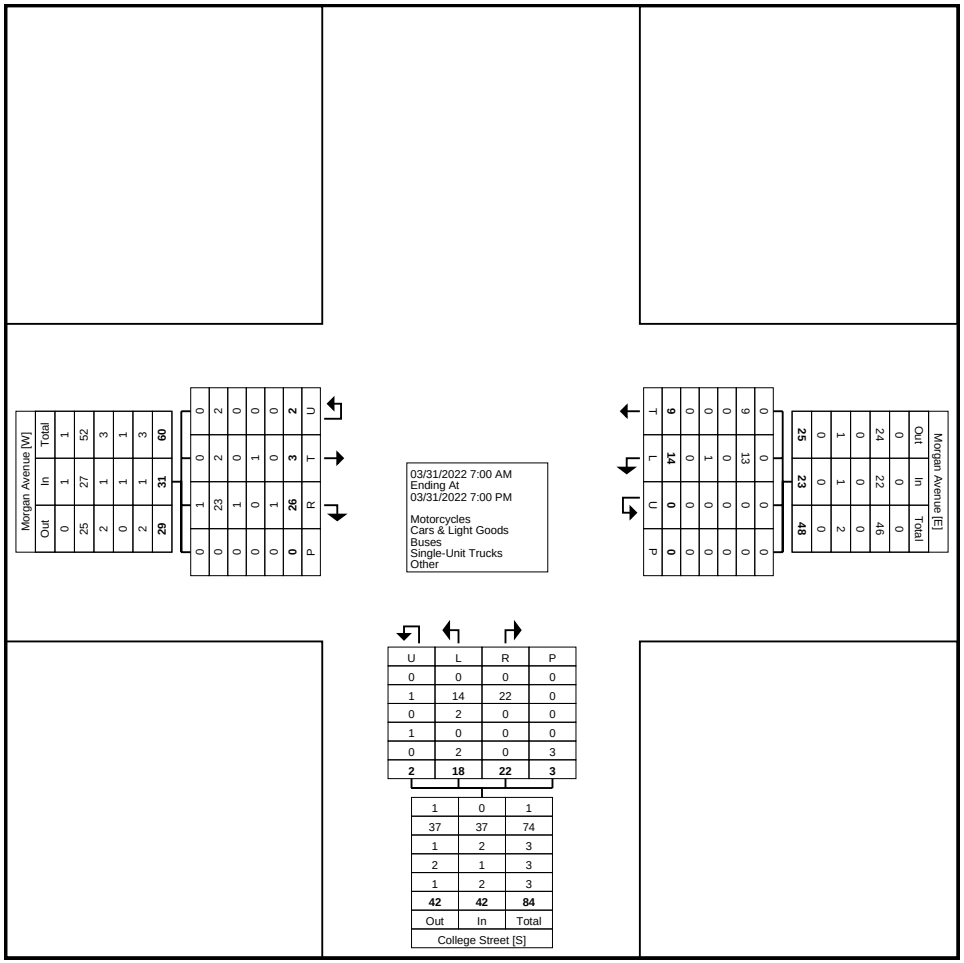
Start Time	Morgan Avenue Eastbound					Morgan Avenue Westbound					College Street Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	3
7:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	1	0	3	3	2	0	0	5	1	1	0	0	2	10
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
8:30 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	2	0	0	2	2	1	0	0	3	4	1	0	0	5	10
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
11:45 AM	0	1	0	0	1	2	0	0	0	2	1	1	0	0	2	5
Hourly Total	0	2	0	0	2	2	0	0	0	2	2	2	0	0	4	8
12:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	1	1	4
12:45 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	3
Hourly Total	0	6	0	0	6	1	2	0	0	3	0	1	0	1	1	10
1:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1:15 PM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	1	0	0	2	1	1	0	0	2	1	1	0	0	2	6
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
4:15 PM	0	1	0	0	1	0	1	0	0	1	4	1	0	0	5	7
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	6
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Hourly Total	1	7	0	0	8	1	1	0	0	2	5	7	0	0	12	22
5:00 PM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2

5:45 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	4
Hourly Total	0	2	1	0	3	3	2	0	0	5	0	3	1	0	4	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4	5
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:45 PM	1	1	0	0	2	0	0	0	0	0	2	2	0	2	4	6
Hourly Total	1	2	0	0	3	1	0	0	0	1	5	5	0	2	10	14
Grand Total	3	26	2	0	31	14	9	0	0	23	18	22	2	3	42	96
Approach %	9.7	83.9	6.5	-	-	60.9	39.1	0.0	-	-	42.9	52.4	4.8	-	-	-
Total %	3.1	27.1	2.1	-	32.3	14.6	9.4	0.0	-	24.0	18.8	22.9	2.1	-	43.8	-
Motorcycles	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Motorcycles	0.0	3.8	0.0	-	3.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	1.0
Cars & Light Goods	2	23	2	-	27	13	9	0	-	22	14	22	1	-	37	86
% Cars & Light Goods	66.7	88.5	100.0	-	87.1	92.9	100.0	-	-	95.7	77.8	100.0	50.0	-	88.1	89.6
Buses	0	1	0	-	1	0	0	0	-	0	2	0	0	-	2	3
% Buses	0.0	3.8	0.0	-	3.2	0.0	0.0	-	-	0.0	11.1	0.0	0.0	-	4.8	3.1
Single-Unit Trucks	1	0	0	-	1	1	0	0	-	1	0	0	1	-	1	3
% Single-Unit Trucks	33.3	0.0	0.0	-	3.2	7.1	0.0	-	-	4.3	0.0	0.0	50.0	-	2.4	3.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	2	0	0	-	2	3
% Bicycles on Road	0.0	3.8	0.0	-	3.2	0.0	0.0	-	-	0.0	11.1	0.0	0.0	-	4.8	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022
Page No: 3



Turning Movement Data Plot

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022

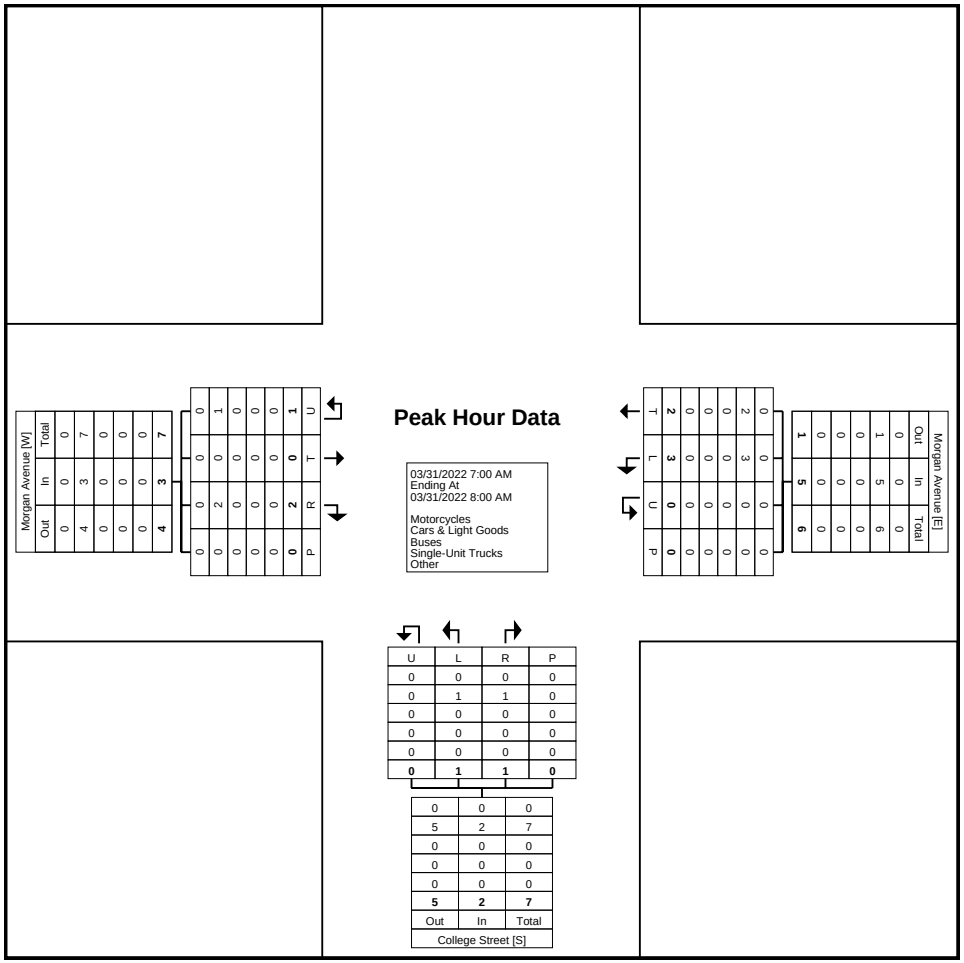
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Morgan Avenue Eastbound					Morgan Avenue Westbound					College Street Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	3
7:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	1	0	3	3	2	0	0	5	1	1	0	0	2	10
Approach %	0.0	66.7	33.3	-	-	60.0	40.0	0.0	-	-	50.0	50.0	0.0	-	-	-
Total %	0.0	20.0	10.0	-	30.0	30.0	20.0	0.0	-	50.0	10.0	10.0	0.0	-	20.0	-
PHF	0.000	0.250	0.250	-	0.375	0.750	0.500	0.000	-	0.625	0.250	0.250	0.000	-	0.500	0.833
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	0	2	1	-	3	3	2	0	-	5	1	1	0	-	2	10
% Cars & Light Goods	-	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022

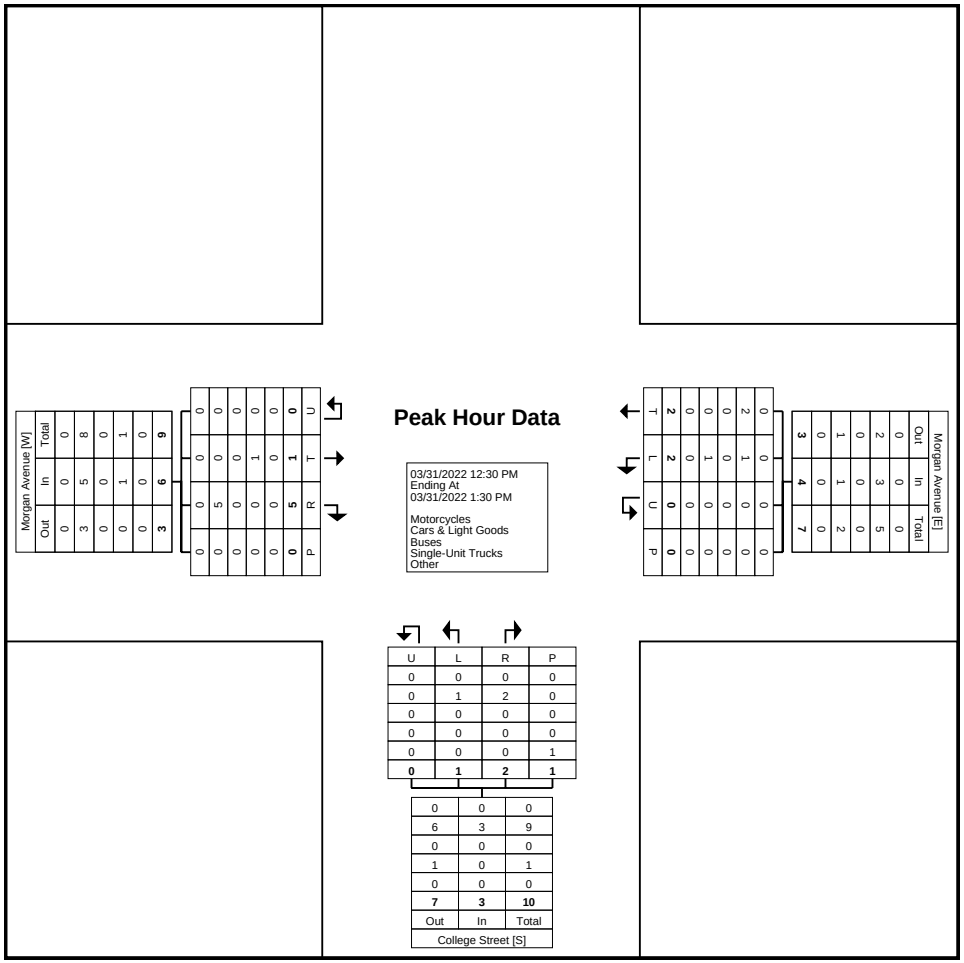
Turning Movement Peak Hour Data (12:30 PM)

Start Time	Morgan Avenue Eastbound					Morgan Avenue Westbound					College Street Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	1	1	4
12:45 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	3
1:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1:15 PM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
Total	1	5	0	0	6	2	2	0	0	4	1	2	0	1	3	13
Approach %	16.7	83.3	0.0	-	-	50.0	50.0	0.0	-	-	33.3	66.7	0.0	-	-	-
Total %	7.7	38.5	0.0	-	46.2	15.4	15.4	0.0	-	30.8	7.7	15.4	0.0	-	23.1	-
PHF	0.250	0.417	0.000	-	0.500	0.500	0.500	0.000	-	0.500	0.250	0.500	0.000	-	0.750	0.813
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	0	5	0	-	5	1	2	0	-	3	1	2	0	-	3	11
% Cars & Light Goods	0.0	100.0	-	-	83.3	50.0	100.0	-	-	75.0	100.0	100.0	-	-	100.0	84.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	1	0	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	100.0	0.0	-	-	16.7	50.0	0.0	-	-	25.0	0.0	0.0	-	-	0.0	15.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (12:30 PM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022

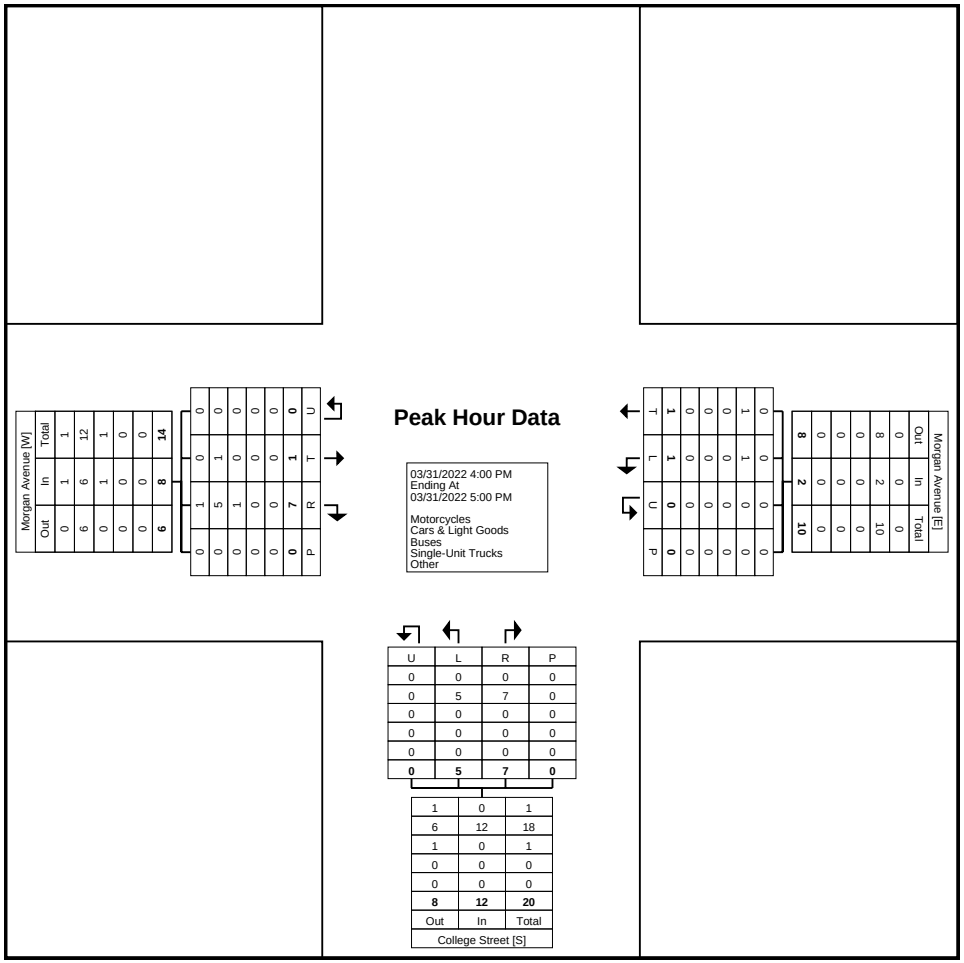
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Morgan Avenue Eastbound					Morgan Avenue Westbound					College Street Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
4:15 PM	0	1	0	0	1	0	1	0	0	1	4	1	0	0	5	7
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	6
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	1	7	0	0	8	1	1	0	0	2	5	7	0	0	12	22
Approach %	12.5	87.5	0.0	-	-	50.0	50.0	0.0	-	-	41.7	58.3	0.0	-	-	-
Total %	4.5	31.8	0.0	-	36.4	4.5	4.5	0.0	-	9.1	22.7	31.8	0.0	-	54.5	-
PHF	0.250	0.875	0.000	-	0.667	0.250	0.250	0.000	-	0.500	0.313	0.583	0.000	-	0.600	0.786
Motorcycles	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Motorcycles	0.0	14.3	-	-	12.5	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	4.5
Cars & Light Goods	1	5	0	-	6	1	1	0	-	2	5	7	0	-	12	20
% Cars & Light Goods	100.0	71.4	-	-	75.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	90.9
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.0	14.3	-	-	12.5	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	4.5
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Morgan Avenue
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (4:00 PM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022

Turning Movement Data

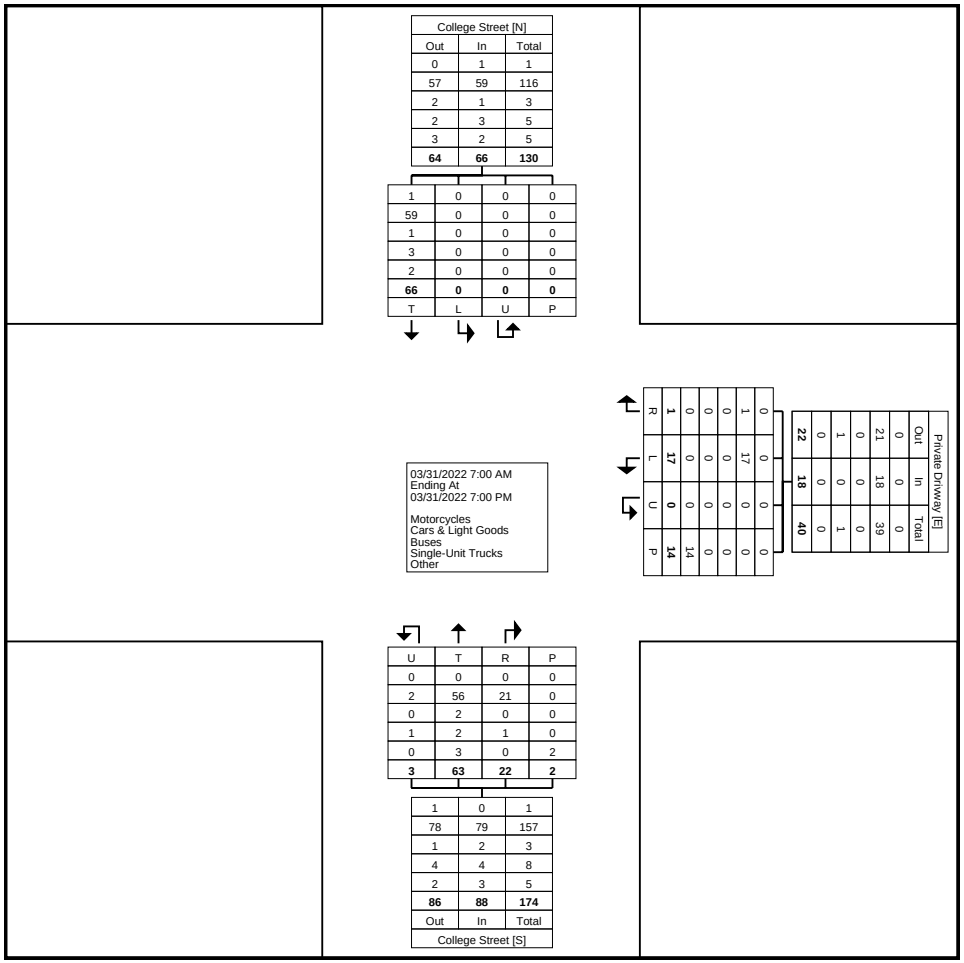
Start Time	Private Drivway Westbound					College Street Northbound					College Street Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
7:15 AM	2	0	0	1	2	0	0	0	0	0	0	2	0	0	2	4
7:30 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	3
7:45 AM	1	0	0	0	1	1	0	0	1	1	0	1	0	0	1	3
Hourly Total	3	0	0	1	3	3	0	1	1	4	0	6	0	0	6	13
8:00 AM	1	0	0	1	1	1	1	0	1	2	0	1	0	0	1	4
8:15 AM	1	0	0	0	1	1	1	0	0	2	0	4	0	0	4	7
8:30 AM	2	0	0	0	2	4	1	0	0	5	0	1	0	0	1	8
8:45 AM	1	0	0	0	1	3	1	0	0	4	0	1	0	0	1	6
Hourly Total	5	0	0	1	5	9	4	0	1	13	0	7	0	0	7	25
9:00 AM	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	5
9:15 AM	3	0	0	0	3	3	0	1	0	4	0	0	0	0	0	7
9:30 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
9:45 AM	1	0	0	0	1	1	2	0	0	3	0	1	0	0	1	5
Hourly Total	5	0	0	0	5	6	3	1	0	10	0	7	0	0	7	22
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	0	0	2	0	2	1	0	0	3	0	1	0	0	1	4
11:45 AM	0	0	0	1	0	3	0	0	0	3	0	3	0	0	3	6
Hourly Total	0	0	0	3	0	5	1	0	0	6	0	4	0	0	4	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:15 PM	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	1	0	3	0	0	0	3	0	7	0	0	7	10
1:00 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	6
1:15 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	4	1	0	0	5	0	4	0	0	4	9
4:00 PM	1	0	0	4	1	1	1	0	0	2	0	5	0	0	5	8
4:15 PM	0	0	0	0	0	7	1	0	0	8	0	1	0	0	1	9
4:30 PM	0	0	0	1	0	5	1	0	0	6	0	5	0	0	5	11
4:45 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	6
Hourly Total	1	0	0	5	1	15	4	0	0	19	0	14	0	0	14	34
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	1	0	0	1	2	4	0	0	6	0	3	0	0	3	10
5:30 PM	1	0	0	0	1	4	2	0	0	6	0	2	0	0	2	9

5:45 PM	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	4
Hourly Total	1	1	0	0	2	8	7	0	0	15	0	10	0	0	10	27
6:00 PM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
6:15 PM	1	0	0	3	1	4	0	0	0	4	0	3	0	0	3	8
6:30 PM	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	4
6:45 PM	0	0	0	0	0	4	0	0	0	4	0	2	0	0	2	6
Hourly Total	2	0	0	3	2	10	2	1	0	13	0	7	0	0	7	22
Grand Total	17	1	0	14	18	63	22	3	2	88	0	66	0	0	66	172
Approach %	94.4	5.6	0.0	-	-	71.6	25.0	3.4	-	-	0.0	100.0	0.0	-	-	-
Total %	9.9	0.6	0.0	-	10.5	36.6	12.8	1.7	-	51.2	0.0	38.4	0.0	-	38.4	-
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	-	1.5	-	-	1.5	0.6
Cars & Light Goods	17	1	0	-	18	56	21	2	-	79	0	59	0	-	59	156
% Cars & Light Goods	100.0	100.0	-	-	100.0	88.9	95.5	66.7	-	89.8	-	89.4	-	-	89.4	90.7
Buses	0	0	0	-	0	2	0	0	-	2	0	1	0	-	1	3
% Buses	0.0	0.0	-	-	0.0	3.2	0.0	0.0	-	2.3	-	1.5	-	-	1.5	1.7
Single-Unit Trucks	0	0	0	-	0	2	1	1	-	4	0	3	0	-	3	7
% Single-Unit Trucks	0.0	0.0	-	-	0.0	3.2	4.5	33.3	-	4.5	-	4.5	-	-	4.5	4.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	3	0	0	-	3	0	2	0	-	2	5
% Bicycles on Road	0.0	0.0	-	-	0.0	4.8	0.0	0.0	-	3.4	-	3.0	-	-	3.0	2.9
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	14.3	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	12	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	85.7	-	-	-	-	100.0	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Data Plot

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022

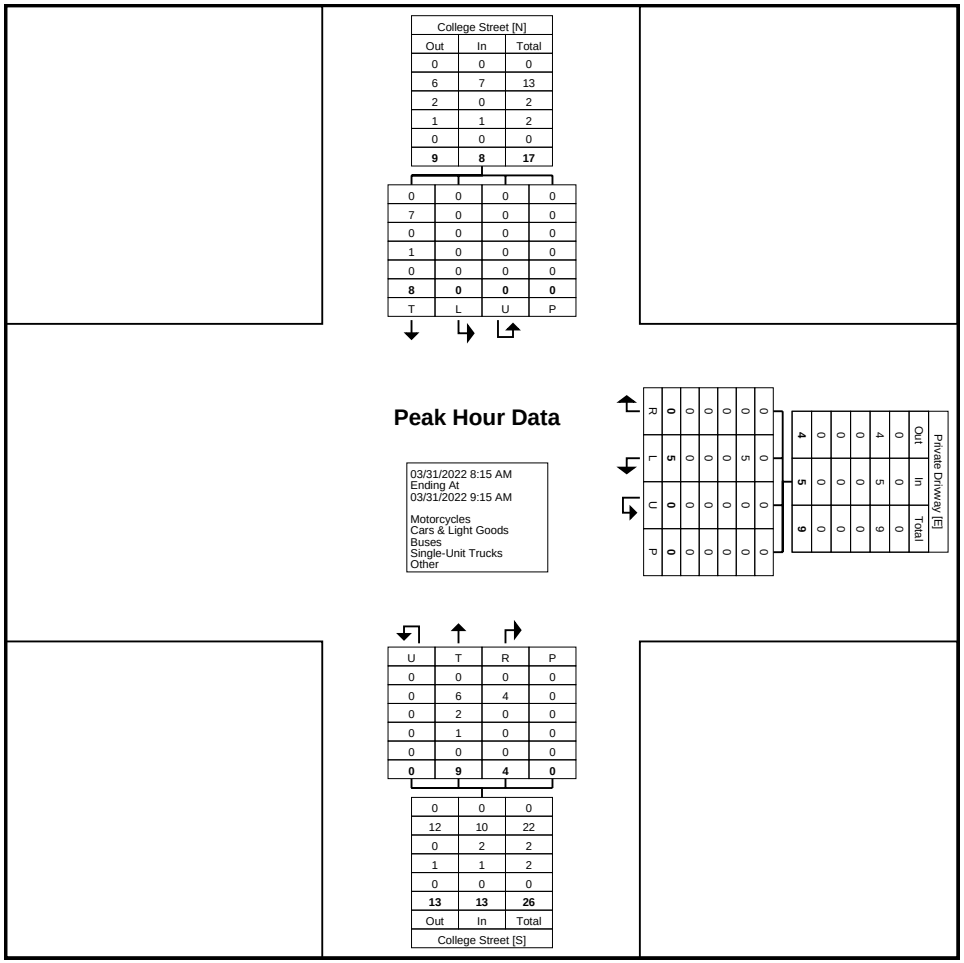
Turning Movement Peak Hour Data (8:15 AM)

Start Time	Private Drivway Westbound					College Street Northbound					College Street Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
8:15 AM	1	0	0	0	1	1	1	0	0	2	0	4	0	0	4	7
8:30 AM	2	0	0	0	2	4	1	0	0	5	0	1	0	0	1	8
8:45 AM	1	0	0	0	1	3	1	0	0	4	0	1	0	0	1	6
9:00 AM	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	5
Total	5	0	0	0	5	9	4	0	0	13	0	8	0	0	8	26
Approach %	100.0	0.0	0.0	-	-	69.2	30.8	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	19.2	0.0	0.0	-	19.2	34.6	15.4	0.0	-	50.0	0.0	30.8	0.0	-	30.8	-
PHF	0.625	0.000	0.000	-	0.625	0.563	1.000	0.000	-	0.650	0.000	0.500	0.000	-	0.500	0.813
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	5	0	0	-	5	6	4	0	-	10	0	7	0	-	7	22
% Cars & Light Goods	100.0	-	-	-	100.0	66.7	100.0	-	-	76.9	-	87.5	-	-	87.5	84.6
Buses	0	0	0	-	0	2	0	0	-	2	0	0	0	-	0	2
% Buses	0.0	-	-	-	0.0	22.2	0.0	-	-	15.4	-	0.0	-	-	0.0	7.7
Single-Unit Trucks	0	0	0	-	0	1	0	0	-	1	0	1	0	-	1	2
% Single-Unit Trucks	0.0	-	-	-	0.0	11.1	0.0	-	-	7.7	-	12.5	-	-	12.5	7.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (8:15 AM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022

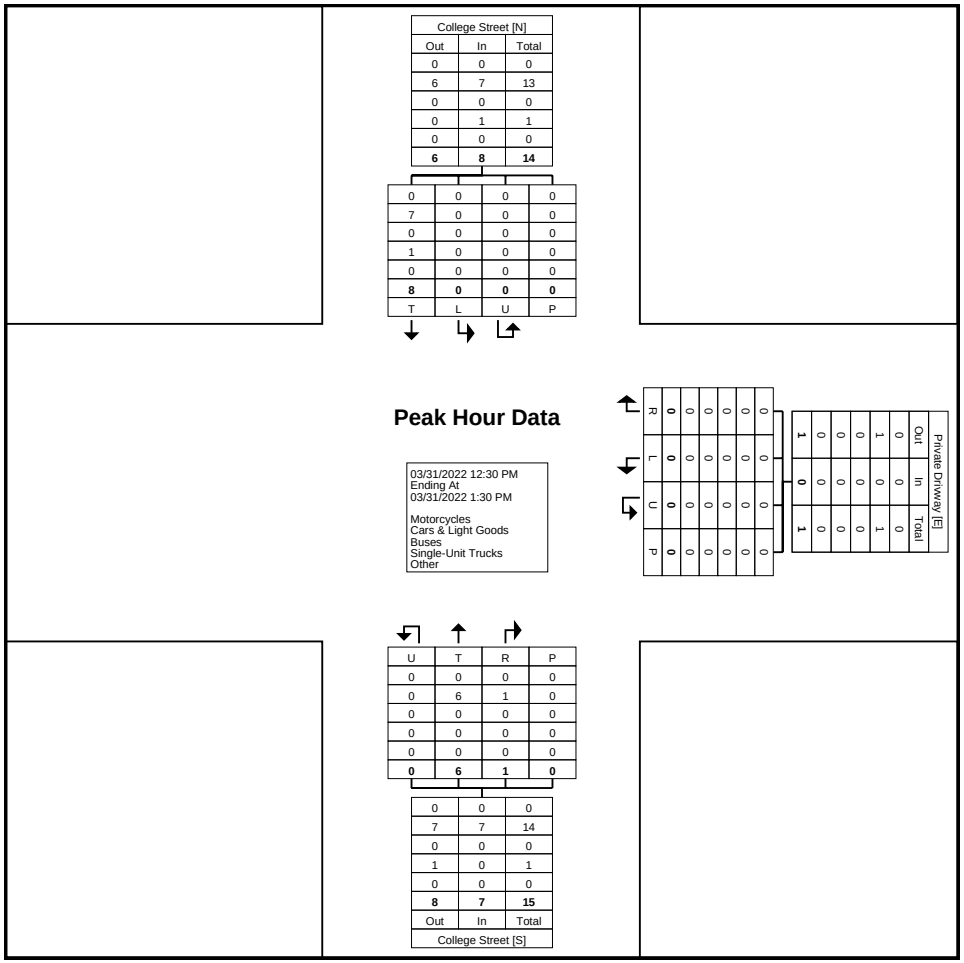
Turning Movement Peak Hour Data (12:30 PM)

Start Time	Private Drivway Westbound					College Street Northbound					College Street Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1:00 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	6
1:15 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	6	1	0	0	7	0	8	0	0	8	15
Approach %	0.0	0.0	0.0	-	-	85.7	14.3	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	40.0	6.7	0.0	-	46.7	0.0	53.3	0.0	-	53.3	-
PHF	0.000	0.000	0.000	-	0.000	0.750	0.250	0.000	-	0.583	0.000	0.667	0.000	-	0.667	0.625
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	-	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	0	0	0	-	0	6	1	0	-	7	0	7	0	-	7	14
% Cars & Light Goods	-	-	-	-	-	100.0	100.0	-	-	100.0	-	87.5	-	-	87.5	93.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Single-Unit Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	-	12.5	-	-	12.5	6.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (12:30 PM)

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022

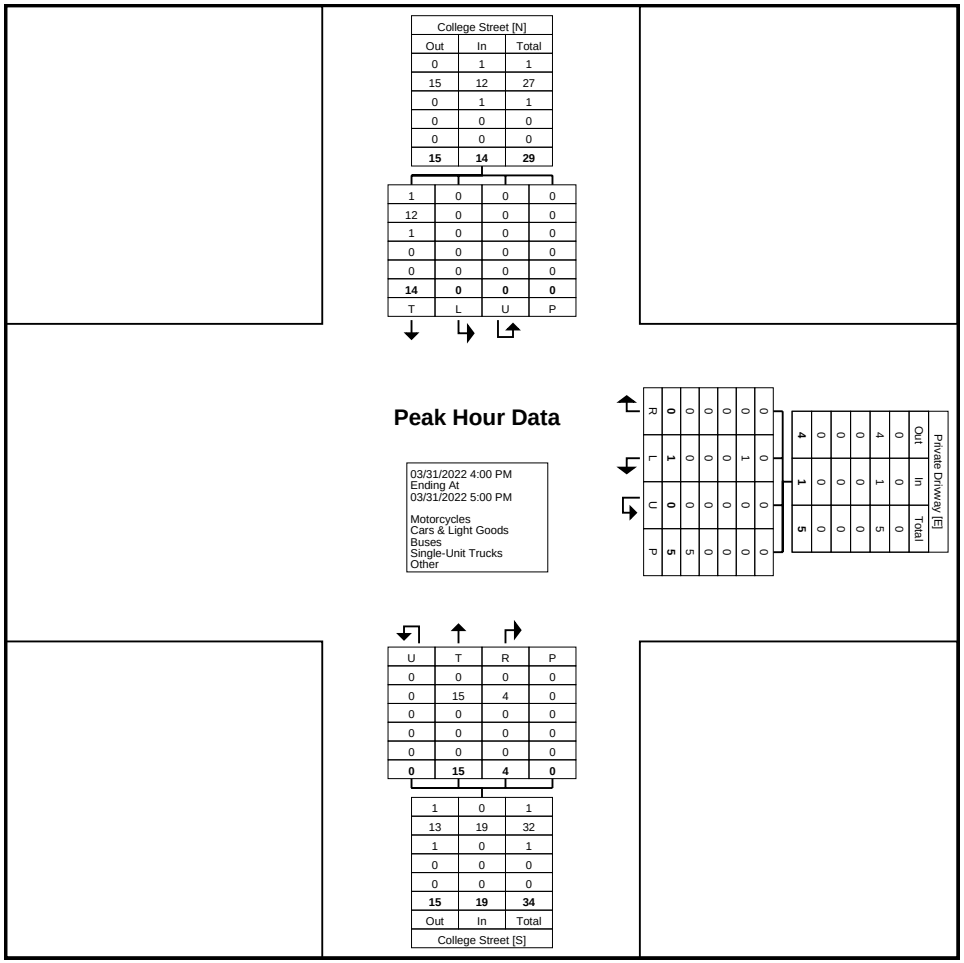
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Private Drivway Westbound					College Street Northbound					College Street Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:00 PM	1	0	0	4	1	1	1	0	0	2	0	5	0	0	5	8
4:15 PM	0	0	0	0	0	7	1	0	0	8	0	1	0	0	1	9
4:30 PM	0	0	0	1	0	5	1	0	0	6	0	5	0	0	5	11
4:45 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	6
Total	1	0	0	5	1	15	4	0	0	19	0	14	0	0	14	34
Approach %	100.0	0.0	0.0	-	-	78.9	21.1	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	2.9	0.0	0.0	-	2.9	44.1	11.8	0.0	-	55.9	0.0	41.2	0.0	-	41.2	-
PHF	0.250	0.000	0.000	-	0.250	0.536	1.000	0.000	-	0.594	0.000	0.700	0.000	-	0.700	0.773
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Motorcycles	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	7.1	-	-	7.1	2.9
Cars & Light Goods	1	0	0	-	1	15	4	0	-	19	0	12	0	-	12	32
% Cars & Light Goods	100.0	-	-	-	100.0	100.0	100.0	-	-	100.0	-	85.7	-	-	85.7	94.1
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	7.1	-	-	7.1	2.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Paradigm Transportation Solutions Limited
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8
519-896-3163 cbowness@ptsl.com

Count Name: College Street & Driveway
Site Code: 220190
Start Date: 03/31/2022



Turning Movement Peak Hour Data Plot (4:00 PM)

Appendix C: Base Year Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	320	0	0	318	16	0	1	1	14	0	7
Future Volume (vph)	16	320	0	0	318	16	0	1	1	14	0	7
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.994			0.932			0.953	
Flt Protected	0.950										0.968	
Satd. Flow (prot)	1264	1481	0	0	1234	0	0	1382	0	0	1300	0
Flt Permitted	0.950										0.968	
Satd. Flow (perm)	1264	1481	0	0	1234	0	0	1382	0	0	1300	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	11		3	3		11	1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	10%	0%	0%	12%	7%	0%	0%	0%	8%	0%	0%
Adj. Flow (vph)	17	348	0	0	346	17	0	1	1	15	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	348	0	0	363	0	0	2	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.4%
	ICU Level of Service A
Analysis Period (min)	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	320	0	0	318	16	0	1	1	14	0	7
Future Volume (Veh/h)	16	320	0	0	318	16	0	1	1	14	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	348	0	0	346	17	0	1	1	15	0	8
Pedestrians		1						3			11	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		0						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	374			351			748	759	351	749	750	366
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	374			351			748	759	351	749	750	366
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	98			100			100	100	100	95	100	99
cM capacity (veh/h)	1116			1216			319	329	695	310	333	676

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	17	348	363	2	23
Volume Left	17	0	0	0	15
Volume Right	0	0	17	1	8
cSH	1116	1700	1700	447	382
Volume to Capacity	0.02	0.20	0.21	0.00	0.06
Queue Length 95th (m)	0.3	0.0	0.0	0.1	1.4
Control Delay (s)	8.3	0.0	0.0	13.1	15.0
Lane LOS	A			B	C
Approach Delay (s)	0.4		0.0	13.1	15.0
Approach LOS				B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	39.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	7	9	2	15	14
Future Volume (vph)	1	7	9	2	15	14
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880				0.935	
Flt Protected				0.960	0.975	
Satd. Flow (prot)	1221	0	0	1179	1352	0
Flt Permitted				0.960	0.975	
Satd. Flow (perm)	1221	0	0	1179	1352	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	8	10	2	16	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	12	31	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	7	9	2	15	14
Future Volume (Veh/h)	1	7	9	2	15	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)	1	8	10	2	16	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)						
pX, platoon unblocked						
vC, conflicting volume			9		27	5
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			9		27	5
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		98	99
cM capacity (veh/h)			1624		987	1084

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	9	12	31
Volume Left	0	10	16
Volume Right	8	0	15
cSH	1700	1624	1032
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.0	0.1	0.7
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary				
Average Delay		6.5		
Intersection Capacity Utilization		17.6%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	0	29	4	0	16
Future Volume (vph)	5	0	29	4	0	16
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.985			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1057	0	0	1087
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1057	0	0	1087
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	33%	0%	0%	13%
Adj. Flow (vph)	5	0	32	4	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	36	0	0	17
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	0	29	4	0	16
Future Volume (Veh/h)	5	0	29	4	0	16
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)	5	0	32	4	0	17
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	51	34			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	51	34			36	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	963	1045			1588	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	5	36	17
Volume Left	5	0	0
Volume Right	0	4	0
cSH	963	1700	1588
Volume to Capacity	0.01	0.02	0.00
Queue Length 95th (m)	0.1	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		0.8		
Intersection Capacity Utilization		13.3%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	459	0	0	441	34	1	0	3	23	0	10
Future Volume (vph)	22	459	0	0	441	34	1	0	3	23	0	10
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.990			0.899			0.959	
Flt Protected	0.950							0.988			0.966	
Satd. Flow (prot)	1429	1582	0	0	1322	0	0	1054	0	0	1328	0
Flt Permitted	0.950							0.988			0.966	
Satd. Flow (perm)	1429	1582	0	0	1322	0	0	1054	0	0	1328	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	18		5	5		18			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	100%	0%	0%	5%	0%	0%
Adj. Flow (vph)	24	499	0	0	479	37	1	0	3	25	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	499	0	0	516	0	0	4	0	0	36	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	459	0	0	441	34	1	0	3	23	0	10
Future Volume (Veh/h)	22	459	0	0	441	34	1	0	3	23	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	499	0	0	479	37	1	0	3	25	0	11
Pedestrians					4			5			18	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					0			0			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	534			504			1060	1086	508	1070	1068	516
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	534			504			1060	1086	508	1070	1068	516
tC, single (s)	4.1			4.1			8.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.4	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	99	87	100	98
cM capacity (veh/h)	1028			1066			127	209	565	186	214	555

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	24	499	516	4	36
Volume Left	24	0	0	1	25
Volume Right	0	0	37	3	11
cSH	1028	1700	1700	303	233
Volume to Capacity	0.02	0.29	0.30	0.01	0.15
Queue Length 95th (m)	0.5	0.0	0.0	0.3	4.0
Control Delay (s)	8.6	0.0	0.0	17.0	23.3
Lane LOS	A			C	C
Approach Delay (s)	0.4		0.0	17.0	23.3
Approach LOS				C	C

Intersection Summary					
Average Delay		1.0			
Intersection Capacity Utilization		47.1%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	28	4	1	22	30
Future Volume (vph)	1	28	4	1	22	30
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.922	
Flt Protected				0.962	0.979	
Satd. Flow (prot)	1062	0	0	1181	1339	0
Flt Permitted				0.962	0.979	
Satd. Flow (perm)	1062	0	0	1181	1339	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	14%	0%	0%	0%	0%
Adj. Flow (vph)	1	30	4	1	24	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	5	57	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	28	4	1	22	30
Future Volume (Veh/h)	1	28	4	1	22	30
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)	1	30	4	1	24	33
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			31		25	16
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			31		25	16
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		98	97
cM capacity (veh/h)			1595		993	1069

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	31	5	57
Volume Left	0	4	24
Volume Right	30	0	33
cSH	1700	1595	1036
Volume to Capacity	0.02	0.00	0.06
Queue Length 95th (m)	0.0	0.1	1.3
Control Delay (s)	0.0	5.8	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.8	8.7
Approach LOS			A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	16.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	0	52	4	0	32
Future Volume (vph)	1	0	52	4	0	32
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.991			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1376	0	0	1148
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1376	0	0	1148
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Confl. Peds. (#/hr)				5	5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	1	0	57	4	0	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	61	0	0	35
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	52	4	0	32
Future Volume (Veh/h)	1	0	52	4	0	32
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)	1	0	57	4	0	35
Pedestrians	5					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	99	64			66	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	64			66	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	901	1002			1542	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	61	35
Volume Left	1	0	0
Volume Right	0	4	0
cSH	901	1700	1542
Volume to Capacity	0.00	0.04	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix D: Background Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	353	0	0	351	18	0	1	1	15	0	8
Future Volume (vph)	18	353	0	0	351	18	0	1	1	15	0	8
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993			0.932			0.951	
Flt Protected	0.950										0.969	
Satd. Flow (prot)	1264	1481	0	0	1233	0	0	1382	0	0	1300	0
Flt Permitted	0.950										0.969	
Satd. Flow (perm)	1264	1481	0	0	1233	0	0	1382	0	0	1300	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	11		3	3		11	1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	10%	0%	0%	12%	7%	0%	0%	0%	8%	0%	0%
Adj. Flow (vph)	20	384	0	0	382	20	0	1	1	16	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	384	0	0	402	0	0	2	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	353	0	0	351	18	0	1	1	15	0	8
Future Volume (Veh/h)	18	353	0	0	351	18	0	1	1	15	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	384	0	0	382	20	0	1	1	16	0	9
Pedestrians		1						3			11	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		0						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	413			387			829	840	387	828	830	404
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	413			387			829	840	387	828	830	404
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	98			100			100	100	100	94	100	99
cM capacity (veh/h)	1079			1180			280	295	664	273	299	644

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	20	384	402	2	25
Volume Left	20	0	0	0	16
Volume Right	0	0	20	1	9
cSH	1079	1700	1700	408	345
Volume to Capacity	0.02	0.23	0.24	0.00	0.07
Queue Length 95th (m)	0.4	0.0	0.0	0.1	1.8
Control Delay (s)	8.4	0.0	0.0	13.9	16.3
Lane LOS	A			B	C
Approach Delay (s)	0.4		0.0	13.9	16.3
Approach LOS				B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	42.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	8	10	2	17	15
Future Volume (vph)	1	8	10	2	17	15
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878				0.936	
Flt Protected				0.959	0.974	
Satd. Flow (prot)	1219	0	0	1178	1352	0
Flt Permitted				0.959	0.974	
Satd. Flow (perm)	1219	0	0	1178	1352	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	9	11	2	18	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	13	34	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	8	10	2	17	15
Future Volume (Veh/h)	1	8	10	2	17	15
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)	1	9	11	2	18	16
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			10		30	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		30	6
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		98	99
cM capacity (veh/h)			1623		983	1083

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	10	13	34
Volume Left	0	11	18
Volume Right	9	0	16
cSH	1700	1623	1028
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.0	0.2	0.8
Control Delay (s)	0.0	6.1	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.1	8.6
Approach LOS			A

Intersection Summary				
Average Delay		6.5		
Intersection Capacity Utilization		17.7%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	0	32	4	0	18
Future Volume (vph)	6	0	32	4	0	18
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.986			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1056	0	0	1087
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1056	0	0	1087
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	33%	0%	0%	13%
Adj. Flow (vph)	7	0	35	4	0	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	39	0	0	20
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	32	4	0	18
Future Volume (Veh/h)	6	0	32	4	0	18
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)	7	0	35	4	0	20
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	57	37			39	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	37			39	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	955	1041			1584	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	7	39	20
Volume Left	7	0	0
Volume Right	0	4	0
cSH	955	1700	1584
Volume to Capacity	0.01	0.02	0.00
Queue Length 95th (m)	0.2	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		0.9		
Intersection Capacity Utilization		13.3%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	507	0	0	487	38	1	0	3	25	0	11
Future Volume (vph)	24	507	0	0	487	38	1	0	3	25	0	11
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.990			0.899			0.958	
Flt Protected	0.950							0.988			0.967	
Satd. Flow (prot)	1429	1582	0	0	1322	0	0	1054	0	0	1328	0
Flt Permitted	0.950							0.988			0.967	
Satd. Flow (perm)	1429	1582	0	0	1322	0	0	1054	0	0	1328	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	18		5	5		18			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	100%	0%	0%	5%	0%	0%
Adj. Flow (vph)	26	551	0	0	529	41	1	0	3	27	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	551	0	0	570	0	0	4	0	0	39	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary					
Area Type:	Other				
Control Type: Unsignalized					
Intersection Capacity Utilization 51.3%			ICU Level of Service A		
Analysis Period (min) 15					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	507	0	0	487	38	1	0	3	25	0	11
Future Volume (Veh/h)	24	507	0	0	487	38	1	0	3	25	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	551	0	0	529	41	1	0	3	27	0	12
Pedestrians					4			5			18	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					0			0			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	588			556			1170	1196	560	1178	1176	568
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	588			556			1170	1196	560	1178	1176	568
tC, single (s)	4.1			4.1			8.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.4	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			99	100	99	83	100	98
cM capacity (veh/h)	982			1020			104	179	528	156	184	519

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	26	551	570	4	39
Volume Left	26	0	0	1	27
Volume Right	0	0	41	3	12
cSH	982	1700	1700	261	199
Volume to Capacity	0.03	0.32	0.34	0.02	0.20
Queue Length 95th (m)	0.6	0.0	0.0	0.3	5.3
Control Delay (s)	8.8	0.0	0.0	19.0	27.5
Lane LOS	A			C	D
Approach Delay (s)	0.4		0.0	19.0	27.5
Approach LOS				C	D

Intersection Summary					
Average Delay		1.2			
Intersection Capacity Utilization		51.3%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	31	4	1	24	33
Future Volume (vph)	1	31	4	1	24	33
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.922	
Flt Protected				0.962	0.979	
Satd. Flow (prot)	1062	0	0	1181	1339	0
Flt Permitted				0.962	0.979	
Satd. Flow (perm)	1062	0	0	1181	1339	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	14%	0%	0%	0%	0%
Adj. Flow (vph)	1	34	4	1	26	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	5	62	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	31	4	1	24	33
Future Volume (Veh/h)	1	31	4	1	24	33
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)	1	34	4	1	26	36
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			35		27	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			35		27	18
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		97	97
cM capacity (veh/h)			1589		991	1066

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	35	5	62
Volume Left	0	4	26
Volume Right	34	0	36
cSH	1700	1589	1033
Volume to Capacity	0.02	0.00	0.06
Queue Length 95th (m)	0.0	0.1	1.4
Control Delay (s)	0.0	5.8	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.8	8.7
Approach LOS			A

Intersection Summary				
Average Delay		5.6		
Intersection Capacity Utilization		16.4%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	0	57	4	0	35
Future Volume (vph)	1	0	57	4	0	35
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1377	0	0	1148
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1377	0	0	1148
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Confl. Peds. (#/hr)				5	5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	1	0	62	4	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	66	0	0	38
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	57	4	0	35
Future Volume (Veh/h)	1	0	57	4	0	35
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)	1	0	62	4	0	38
Pedestrians	5					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	107	69			71	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107	69			71	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	892	995			1536	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	66	38
Volume Left	1	0	0
Volume Right	0	4	0
cSH	892	1700	1536
Volume to Capacity	0.00	0.04	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix E: Total Operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	353	0	0	351	22	0	1	1	28	0	46
Future Volume (vph)	30	353	0	0	351	22	0	1	1	28	0	46
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.992			0.932			0.916	
Flt Protected	0.950										0.982	
Satd. Flow (prot)	1264	1481	0	0	1233	0	0	1382	0	0	1295	0
Flt Permitted	0.950										0.982	
Satd. Flow (perm)	1264	1481	0	0	1233	0	0	1382	0	0	1295	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	11		3	3		11	1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	10%	0%	0%	12%	7%	0%	0%	0%	8%	0%	0%
Adj. Flow (vph)	33	384	0	0	382	24	0	1	1	30	0	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	384	0	0	406	0	0	2	0	0	80	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary					
Area Type:	Other				
Control Type: Unsignalized					
Intersection Capacity Utilization 50.5%			ICU Level of Service A		
Analysis Period (min) 15					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	353	0	0	351	22	0	1	1	28	0	46
Future Volume (Veh/h)	30	353	0	0	351	22	0	1	1	28	0	46
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	384	0	0	382	24	0	1	1	30	0	50
Pedestrians		1						3			11	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		0						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	417			387			898	870	387	856	858	406
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	417			387			898	870	387	856	858	406
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	97			100			100	100	100	88	100	92
cM capacity (veh/h)	1075			1180			233	280	664	259	284	643

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	33	384	406	2	80
Volume Left	33	0	0	0	30
Volume Right	0	0	24	1	50
cSH	1075	1700	1700	393	413
Volume to Capacity	0.03	0.23	0.24	0.01	0.19
Queue Length 95th (m)	0.7	0.0	0.0	0.1	5.3
Control Delay (s)	8.5	0.0	0.0	14.2	15.8
Lane LOS	A			B	C
Approach Delay (s)	0.7		0.0	14.2	15.8
Approach LOS				B	C

Intersection Summary					
Average Delay		1.7			
Intersection Capacity Utilization		50.5%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	8	10	2	17	15
Future Volume (vph)	1	8	10	2	17	15
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878				0.936	
Flt Protected				0.959	0.974	
Satd. Flow (prot)	1219	0	0	1178	1352	0
Flt Permitted				0.959	0.974	
Satd. Flow (perm)	1219	0	0	1178	1352	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	9	11	2	18	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	13	34	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	8	10	2	17	15
Future Volume (Veh/h)	1	8	10	2	17	15
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)	1	9	11	2	18	16
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			10		30	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		30	6
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		98	99
cM capacity (veh/h)			1623		983	1083

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	10	13	34
Volume Left	0	11	18
Volume Right	9	0	16
cSH	1700	1623	1028
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.0	0.2	0.8
Control Delay (s)	0.0	6.1	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.1	8.6
Approach LOS			A

Intersection Summary				
Average Delay		6.5		
Intersection Capacity Utilization		17.7%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	0	48	4	0	69
Future Volume (vph)	6	0	48	4	0	69
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.990			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1052	0	0	1087
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1052	0	0	1087
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	33%	0%	0%	13%
Adj. Flow (vph)	7	0	52	4	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	56	0	0	75
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	48	4	0	69
Future Volume (Veh/h)	6	0	48	4	0	69
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)	7	0	52	4	0	75
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	129	54			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129	54			56	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	870	1019			1562	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	7	56	75
Volume Left	7	0	0
Volume Right	0	4	0
cSH	870	1700	1562
Volume to Capacity	0.01	0.03	0.00
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	9.2	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.2	0.0	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		0.5		
Intersection Capacity Utilization		15.6%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	0	32	16	0	18
Future Volume (vph)	51	0	32	16	0	18
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956			
Flt Protected	0.950					
Satd. Flow (prot)	1381	0	1080	0	0	1087
Flt Permitted	0.950					
Satd. Flow (perm)	1381	0	1080	0	0	1087
Link Speed (k/h)	50		50			50
Link Distance (m)	43.0		47.1			70.2
Travel Time (s)	3.1		3.4			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	33%	2%	2%	13%
Adj. Flow (vph)	55	0	35	17	0	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	52	0	0	20
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	0	32	16	0	18
Future Volume (Veh/h)	51	0	32	16	0	18
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)	55	0	35	17	0	20
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	64	44			52	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	44			52	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	942	1027			1554	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	55	52	20
Volume Left	55	0	0
Volume Right	0	17	0
cSH	942	1700	1554
Volume to Capacity	0.06	0.03	0.00
Queue Length 95th (m)	1.4	0.0	0.0
Control Delay (s)	9.1	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.1	0.0	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		3.9		
Intersection Capacity Utilization		13.9%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	507	0	0	487	51	1	0	3	33	0	33
Future Volume (vph)	63	507	0	0	487	51	1	0	3	33	0	33
Ideal Flow (vphpl)	1504	1629	1900	1900	1388	1388	1483	1483	1483	1483	1483	1483
Storage Length (m)	15.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.987			0.899			0.932	
Flt Protected	0.950							0.988			0.976	
Satd. Flow (prot)	1429	1582	0	0	1318	0	0	1054	0	0	1316	0
Flt Permitted	0.950							0.988			0.976	
Satd. Flow (perm)	1429	1582	0	0	1318	0	0	1054	0	0	1316	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.0			84.0			63.9			87.3	
Travel Time (s)		5.3			6.0			4.6			6.3	
Confl. Peds. (#/hr)	18		5	5		18			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	100%	0%	0%	5%	0%	0%
Adj. Flow (vph)	68	551	0	0	529	55	1	0	3	36	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	551	0	0	584	0	0	4	0	0	72	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	507	0	0	487	51	1	0	3	33	0	33
Future Volume (Veh/h)	63	507	0	0	487	51	1	0	3	33	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	551	0	0	529	55	1	0	3	36	0	36
Pedestrians					4			5			18	
Lane Width (m)					3.6			3.6			3.6	
Walking Speed (m/s)					1.2			1.2			1.2	
Percent Blockage					0			0			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	602			556			1284	1294	560	1268	1266	574
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	602			556			1284	1294	560	1268	1266	574
tC, single (s)	4.1			4.1			8.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.4	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			99	100	99	72	100	93
cM capacity (veh/h)	971			1020			78	150	528	130	155	514

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	68	551	584	4	72
Volume Left	68	0	0	1	36
Volume Right	0	0	55	3	36
cSH	971	1700	1700	216	208
Volume to Capacity	0.07	0.32	0.34	0.02	0.35
Queue Length 95th (m)	1.7	0.0	0.0	0.4	11.0
Control Delay (s)	9.0	0.0	0.0	22.0	31.2
Lane LOS	A			C	D
Approach Delay (s)	1.0		0.0	22.0	31.2
Approach LOS				C	D

Intersection Summary					
Average Delay		2.3			
Intersection Capacity Utilization		63.1%	ICU Level of Service		B
Analysis Period (min)		15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	31	4	1	24	33
Future Volume (vph)	1	31	4	1	24	33
Ideal Flow (vphpl)	1388	1388	1228	1228	1483	1483
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.922	
Flt Protected				0.962	0.979	
Satd. Flow (prot)	1062	0	0	1181	1339	0
Flt Permitted				0.962	0.979	
Satd. Flow (perm)	1062	0	0	1181	1339	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	63.4			60.5	70.2	
Travel Time (s)	4.6			4.4	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	14%	0%	0%	0%	0%
Adj. Flow (vph)	1	34	4	1	26	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	5	62	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1	31	4	1	24	33
Future Volume (Veh/h)	1	31	4	1	24	33
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)	1	34	4	1	26	36
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			35		27	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			35		27	18
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		97	97
cM capacity (veh/h)			1589		991	1066

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	35	5	62
Volume Left	0	4	26
Volume Right	34	0	36
cSH	1700	1589	1033
Volume to Capacity	0.02	0.00	0.06
Queue Length 95th (m)	0.0	0.1	1.4
Control Delay (s)	0.0	5.8	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.8	8.7
Approach LOS			A

Intersection Summary				
Average Delay		5.6		
Intersection Capacity Utilization		16.4%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	0	109	4	0	65
Future Volume (vph)	1	0	109	4	0	65
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996			
Flt Protected	0.950					
Satd. Flow (prot)	1409	0	1382	0	0	1148
Flt Permitted	0.950					
Satd. Flow (perm)	1409	0	1382	0	0	1148
Link Speed (k/h)	50		50			50
Link Distance (m)	45.1		87.3			47.1
Travel Time (s)	3.2		6.3			3.4
Confl. Peds. (#/hr)				5	5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	1	0	118	4	0	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	122	0	0	71
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	109	4	0	65
Future Volume (Veh/h)	1	0	109	4	0	65
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)	1	0	118	4	0	71
Pedestrians	5					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	196	125			127	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	125			127	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	794	927			1466	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	122	71
Volume Left	1	0	0
Volume Right	0	4	0
cSH	794	1700	1466
Volume to Capacity	0.00	0.07	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	9.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.5	0.0	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		0.0		
Intersection Capacity Utilization		19.0%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	0	57	52	0	35
Future Volume (vph)	30	0	57	52	0	35
Ideal Flow (vphpl)	1483	1483	1388	1388	1228	1228
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.935			
Flt Protected	0.950					
Satd. Flow (prot)	1381	0	1285	0	0	1148
Flt Permitted	0.950					
Satd. Flow (perm)	1381	0	1285	0	0	1148
Link Speed (k/h)	50		50			50
Link Distance (m)	43.0		47.1			70.2
Travel Time (s)	3.1		3.4			5.1
Confl. Peds. (#/hr)				5	5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	2%	2%	7%
Adj. Flow (vph)	33	0	62	57	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	119	0	0	38
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	0	57	52	0	35
Future Volume (Veh/h)	30	0	57	52	0	35
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)	33	0	62	57	0	38
Pedestrians	5					
Lane Width (m)	3.6					
Walking Speed (m/s)	1.2					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	134	96			124	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	96			124	
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	100			100	
cM capacity (veh/h)	857	957			1457	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	33	119	38
Volume Left	33	0	0
Volume Right	0	57	0
cSH	857	1700	1457
Volume to Capacity	0.04	0.07	0.00
Queue Length 95th (m)	0.9	0.0	0.0
Control Delay (s)	9.4	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.4	0.0	0.0
Approach LOS	A		

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	19.4%	ICU Level of Service		A
Analysis Period (min)	15			

5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684

www.ptsl.com

2025-12-15
Project: (240738)

Jon Whyte
Development Land Manager
Phelps Homes Ltd.
166 Main Street West
Grimsby, ON L3M 1S3

RE: RESIDENTIAL DEVELOPMENT, 132 COLLEGE STREET, TOWNSHIP OF WEST LINCOLN – PARKING STUDY ADDENDUM

In March 2025, Paradigm Transportation Solutions Limited (Paradigm) prepared a Transportation Impact Brief (TIB) update for a proposed residential development located at 132 College Street[1] in Smithville, Ontario.

The report was peer-reviewed by CIMA+ in September 2025, which requested that proxy surveys at comparable sites be conducted to provide further support and insight regarding the proposed parking supply of 1.52 spaces per unit. As a result, this supplemental addendum letter has been prepared to address the comment.

Development Description

The subject site is proposed for redevelopment into nine stacked townhouse blocks with 144 units with 219 parking spaces provided for both residential and visitors to the site. Vehicle access is proposed via one all-move access to College Street. The site is proposed to include a mix of one- and two-bedroom units; however, for this assessment, it has been assumed that all units will be two bedrooms.

Zoning Requirements

The proposed development is subject to the Township of West Lincoln Zoning By-law (ZBL) 2017-70. Under ZBL 2017-70[2], the following parking requirement applies:

- For every stacked townhouse unit, 1.75 parking spots are needed.

[1] Paradigm Transportation Solutions Limited, *132 College Street, West Lincoln (Smithville), ON Residential Development Transportation Impact Brief Update,* (Cambridge: PTSL, 2025).
[2] Township of West Lincoln Zoning By-law 2017-70, Part 3. General Provisions

Applying the ZBL rate to the proposed use results in a total required parking supply of 252, whereas the site plan shows a parking supply of 219. **Table 1** summarizes the site-specific parking standard calculations.

TABLE 1: ZONING BY-LAW PARKING REQUIREMENTS

Units	ZBL 2017-70	Provided
144	252	219

Parking Supply Review

Analytical Tools

Analytical tools allow communities, transit agencies, developers, and employers to measure the environmental impact of neighbourhoods' transportation and land-use choices. These tools provide a data drive comparison between two separate city areas to objectively measure how well one place compares to another regarding sustainable travel choices.

Walk Score is a well-known (but proprietary) measure of walkability – it aggregates several data sources to provide a proxy measure of the quality of the pedestrian environment. It is utilized to gauge the walkability and destination density of each neighbourhood. Another metric is the Transit Score, which measures transit accessibility. It aggregates information regarding transit frequency and the density of stops and routes and is used to gauge the transit accessibility of each neighbourhood. Lastly, Bike Score is a third data source that measures whether a location is good for biking based on four equally weighted components: bike lanes, hills, destination and road connectivity, and bike commuting mode share.

132 College Street has been reviewed against the Walk and Transit Score analytical tool and is identified as having the following:

- Walk Score of 55 and is considered "Somewhat Walkable"
- Transit Score of 0 and is considered "No Transit"
- Bike Score of 43 and is considered "Somewhat Bikeable"

Parking Rate Per Unit vs Bedroom

Using a per-bedroom parking rate for multi-family developments provides a more reliable measure of parking demand than a per-unit rate, as it reflects the factor most strongly tied to vehicle ownership. A per-unit metric masks this variation by treating all units equally, regardless of the number of adults living in them, leading to inaccurate estimates of parking need. By normalizing parking demand to bedrooms rather than units, the analysis better aligns with established planning research, improves comparability across developments with different unit mixes, and provides a stronger foundation for right-sizing parking supply.

The ITE Parking Generation Manual has recently adopted that parking demand for multifamily residential parking ratios is more accurate when stated in terms of spaces per bedroom than spaces per unit, and is more statistically reliable than a ratio per dwelling unit.[3] Based on the above, a parking rate per unit as well as a parking rate per bedroom has been reported.

Parking Survey Data

Paradigm surveyed parking demands at several residential complexes within Niagara Region, to better understand the parking demand expected at a development with similar characteristics, a series of proxy parking surveys were conducted. These surveys identified the number of units and the composition of their bedrooms. When this information was not directly observable, it was supplemented through publicly available real estate listings.

Proxy sites were selected based on their similarity to the proposed development, including locations with an absence of private garages, limited transit access, comparable local amenities, similar building heights, and unit types generally consisting of one- or two-bedroom layouts. The selected sites were reviewed and confirmed with the Township prior to initiating the surveys. The following proxy locations were surveyed:

- 156 St. Catharines Street, Smithville – A two-storey townhouse development with 12 three-bedroom units and shared on-site parking for residents and visitors, supported by available on-street parking along Mill Street. Although this site consists of three-bedroom units, it was included due to limited local options meeting the criteria and provides insight into multi-family parking behaviour.
- 111 & 137 Smits Cove, Smithville – A low-rise apartment/townhouse complex with 20 units ranging from one to two bedrooms, offering shared on-site parking and adjacent on-street parking along Smits Cove.
- 24 Kenyon Crescent, Grimsby – A low-rise townhouse complex with 48 one- to two-bedroom units and shared on-site parking for residents and visitors, with no private garages.
- 6705 Cropp Street, Niagara Falls – A stacked townhouse development containing 84 one- to two-bedroom units with shared resident and visitor parking and no private garages.

Surveys were completed from Thursday, November 27th, through Saturday, November 29th, 2025, using Miovision Scout units. Equipment was deployed for a continuous 72-hour period (Thursday at midnight to Sunday at midnight), capturing a comprehensive profile of parking activity at each site. Data was collected in 15-minute intervals to identify peak demand, and for sites with adjacent street parking, on-street occupancy was also recorded.

[3] Urban Land Institute, Shared Parking, Third Edition, 2020.

Peak observed parking demand is summarized in **Table 2** and reported on both a per-unit and per-bedroom basis, with detailed data included in **Appendix A**. Across all proxy sites, the average parking demand was 1.29 spaces per unit and 0.57 spaces per bedroom. In comparison, the proposed development provides 1.52 spaces per unit, or 0.76 spaces per bedroom, resulting in a parking supply that exceeds observed demand at comparable developments.

Parking demand at the two Smithville proxy sites was notably higher than at the Grimsby and Niagara Falls locations. The higher rate observed at 156 St. Catharines Street is likely attributable to all units containing three bedrooms, whereas the other sites have units with no more than two bedrooms. When demand is normalized on a per-bedroom basis, 156 St. Catharines Street exhibits a rate of 0.61 spaces per bedroom, which is generally consistent with the 0.75 spaces per unit observed at the adjacent Smithville site (111 & 137 Smits Cove). Both calculations include on-street parking usage adjacent to the site. Although on-street demand cannot be exclusively attributed to the surveyed developments, it was included to maintain a conservative assessment of parking utilization.

TABLE 2: NIAGARA REGION - PROXY SITES

Address	Municipality	Walk Score	Transit Score	Bike Score	Units	Bedrooms	Parking Supply	Date	Peak Parking Demand	Effective Parking Rate Per Unit	Effective Parking Rate Per Bedroom
111 Smits Cove & 137 Griffin Street	Smithville	63	0	47	20	40	-	Thurs Nov 27, 2025 - Sat Nov 29, 2025	30	1.50	0.75
156 St. Catharines Street	Smithville	60	0	44	12	36	-	Thurs Nov 27, 2025 - Sat Nov 29, 2025	22	1.83	0.61
24 Kenyon Crescent	Grimsby	47	0	34	48	96	-	Thurs Nov 27, 2025 - Sat Nov 29, 2025	49	1.02	0.51
6705 Cropp Street	Niagara Falls	70	45	52	84	168	-	Thurs Nov 27, 2025 - Sat Nov 29, 2025	67	0.80	0.40
Average		**60**	**11**	**44**	**41**	**85**	**-**		**42**	**1.29**	**0.57**
132 College Street (Proposed Development)	**Smithville**	**55**	**0**	**43**	**144**	**288**	**219**	**-**	**-**	**1.52**	**0.76**

Small Community Review

A review of additional proxy parking demand surveys in small communities was also completed to provide further context for expected parking behaviour. These communities, characterized by lower population densities, large amounts of undeveloped land, and no transit service, closely align with conditions in Smithville. The proxy sites share key characteristics with the proposed development, including limited or no transit access, comparable local amenities, similar building heights, and predominantly one- to two-bedroom unit mixes. The sites reviewed include::

- 275, 325, and 345 Belsyde Avenue East, Fergus – A three-storey apartment complex with 108 one- to two-bedroom units and shared on-site resident and visitor parking with no private garages.
- 110 Oriole Parkway West, Elmira – A three-storey apartment building with 24 one- to two-bedroom units and shared on-site parking with no private garages.
- 120 and 122 David Street East, Elora – A three-storey apartment complex containing 50 one- to two-bedroom units with shared resident and visitor parking and no private garages.

Peak parking demand for each site is summarized in **Table 3** and reported on both a per-unit and per-bedroom basis, with the data provided in **Appendix B**. Across these small-community locations, the average parking demand was 0.99 spaces per unit and 0.57 spaces per bedroom. When compared directly to the proxy data collected within the Niagara Region, the small-community surveys show a notably lower per-unit parking rate, approximately 25% lower than Niagara sites. However, when the data is evaluated on a per-bedroom basis, the results align closely: small communities exhibit a demand of 0.57 spaces per bedroom, while Niagara sites show 0.57 spaces per bedroom. This consistency reinforces that bedrooms, rather than units, provide a more stable indicator of parking demand across different community contexts.

TABLE 3: SMALL COMMUNITY – PROXY SITES

Address	Municipality	Walk Score	Transit Score	Bike Score	Units	Bedrooms	Parking Supply	Date	Peak Parking Demand	Effective Parking Rate Per Unit	Effective Parking Rate Per Bedroom
275 Belsyde Avenue	Fergus	58	0	46	36	60	-	Tues Dec 3, 2024	39	1.08	0.65
325 Belsyde Avenue	Fergus	58	0	46	36	60	-	Tues Dec 3, 2024	33	0.92	0.55
345 Belsyde Avenue	Fergus	58	0	46	36	60	-	Tues Dec 3, 2024	38	1.06	0.63
110 Oriole Parkway	Elmira	37	0	49	24	40	-	Tues Dec 3, 2024	23	0.96	0.58
120 David Street	Elora	71	0	53	50	100	-	Tues Dec 3, 2024	46	0.92	0.46
Average		**56**	**0**	**48**	**36**	**64**	**-**		**36**	**0.99**	**0.57**
132 College Street (Proposed Development)	**Smithville**	**55**	**0**	**43**	**144**	**288**	**219**	**-**	**-**	**1.52**	**0.76**

Conclusions

The supplemental proxy surveys were completed to address peer-review comments and to validate the proposed parking supply of 1.52 spaces per unit for the 144-unit stacked townhouse development. Surveys were conducted at comparable residential sites within Niagara Region and in similar small-community contexts to build a strong evidence base.

Across the four proxy locations surveyed in Niagara, the average observed demand was 1.29 spaces per unit and 0.57 spaces per bedroom. While one Smithville site showed higher demand due to its exclusively three-bedroom units, normalizing demand per bedroom reduced this variation and aligned it more closely with the other survey locations. Adjacent on-street observations were also included in the surveyed results, providing an intentionally conservative estimate of actual demand given that on-street parking usage was tied solely to surveyed sites.

Supplemental surveys at comparable developments in Fergus, Elmira, and Elora found average demands of 0.99 spaces per unit and 0.57 spaces per bedroom. Although the per-unit rates in these communities were lower than those observed in Niagara, the per-bedroom demand was identical, reinforcing the consistency of bedroom-based metrics.

The combined dataset confirms that parking demand correlates more strongly with bedrooms than with units, particularly for multi-family developments with varied unit mixes. A per-unit ratio obscures household-size differences, whereas a per-bedroom ratio captures the factor most closely tied to vehicle ownership. This approach aligns with recent updates to the ITE Parking Generation Manual, which now recommends evaluating multifamily demand on a spaces-per-bedroom basis to improve reliability.

With the proposed supply of 1.52 spaces per unit (0.76 per bedroom), the project exceeds both the Niagara Region and small-community demand averages. The findings demonstrate that the proposed parking supply is reasonable, supportable, and positioned to meet actual demand conditions.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Adam J. Makarewicz
Dipl. T., C.E.T., LET, MITE
Senior Project Manager, Associate

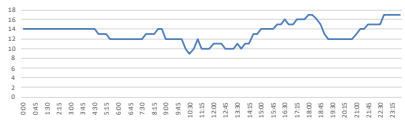
Attachments

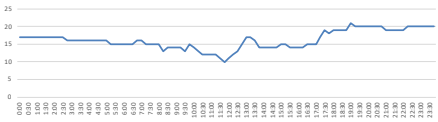
Appendix A – Proxy Surveys – Niagara Region

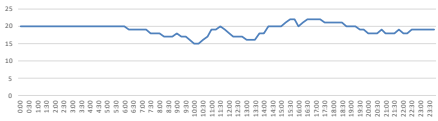
Smithville - 156 St. Catharines Street

Townhouse Development
Project Number: 240083

				Dwelling Units:	12					Dwelling Units:	12					Dwelling Units:	12					Dwelling Units:	12	
				Dwelling Units Unoccupied:	0					Dwelling Units Unoccupied:	0					Dwelling Units Unoccupied:	0					Dwelling Units Unoccupied:	0	
				Dwelling Units Occupied:	12					Dwelling Units Occupied:	12					Dwelling Units Occupied:	12					Dwelling Units Occupied:	12	
				Total Number of Spaces:	21					Total Number of Spaces:	21					Total Number of Spaces:	21					Total Number of Spaces:	21	
				Walk Score:	60					*Walk Score:*	60					*Walk Score:*	60					*Walk Score:*	60	
				Transit Score:	0					*Transit Score:*	0					*Transit Score:*	0					*Transit Score:*	0	
				Bike Score:	44					*Bike Score:*	44					*Bike Score:*	44					*Bike Score:*	44	
2025-11-27	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit	**2025-11-28**	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit	**2025-11-29**	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	0	14	14	*67%*	1.17	0:00	0	17	17	*81%*	1.42	0:00	0	20	20	*95%*	1.67
0:15	0	14	14	*67%*	1.17	0:15	0	17	17	*81%*	1.42	0:15	0	20	20	*95%*	1.67
0:30	0	14	14	*67%*	1.17	0:30	0	17	17	*81%*	1.42	0:30	0	20	20	*95%*	1.67
0:45	0	14	14	*67%*	1.17	0:45	0	17	17	*81%*	1.42	0:45	0	20	20	*95%*	1.67
1:00	0	14	14	*67%*	1.17	1:00	0	17	17	*81%*	1.42	1:00	0	20	20	*95%*	1.67
1:15	0	14	14	*67%*	1.17	1:15	0	17	17	*81%*	1.42	1:15	0	20	20	*95%*	1.67
1:30	0	14	14	*67%*	1.17	1:30	0	17	17	*81%*	1.42	1:30	0	20	20	*95%*	1.67
1:45	0	14	14	*67%*	1.17	1:45	0	17	17	*81%*	1.42	1:45	0	20	20	*95%*	1.67
2:00	0	14	14	*67%*	1.17	2:00	0	17	17	*81%*	1.42	2:00	0	20	20	*95%*	1.67
2:15	0	14	14	*67%*	1.17	2:15	0	17	17	*81%*	1.42	2:15	0	20	20	*95%*	1.67
2:30	0	14	14	*67%*	1.17	2:30	0	17	17	*81%*	1.42	2:30	0	20	20	*95%*	1.67
2:45	0	14	14	*67%*	1.17	2:45	0	16	16	*76%*	1.33	2:45	0	20	20	*95%*	1.67
3:00	0	14	14	*67%*	1.17	3:00	0	16	16	*76%*	1.33	3:00	0	20	20	*95%*	1.67
3:15	0	14	14	*67%*	1.17	3:15	0	16	16	*76%*	1.33	3:15	0	20	20	*95%*	1.67
3:30	0	14	14	*67%*	1.17	3:30	0	16	16	*76%*	1.33	3:30	0	20	20	*95%*	1.67
3:45	0	14	14	*67%*	1.17	3:45	0	16	16	*76%*	1.33	3:45	0	20	20	*95%*	1.67
4:00	0	14	14	*67%*	1.17	4:00	0	16	16	*76%*	1.33	4:00	0	20	20	*95%*	1.67
4:15	0	14	14	*67%*	1.17	4:15	0	16	16	*76%*	1.33	4:15	0	20	20	*95%*	1.67
4:30	0	14	14	*67%*	1.17	4:30	0	16	16	*76%*	1.33	4:30	0	20	20	*95%*	1.67
4:45	0	13	13	*62%*	1.08	4:45	0	16	16	*76%*	1.33	4:45	0	20	20	*95%*	1.67
5:00	0	13	13	*62%*	1.08	5:00	0	16	16	*76%*	1.33	5:00	0	20	20	*95%*	1.67
5:15	0	13	13	*62%*	1.08	5:15	0	15	15	*71%*	1.25	5:15	0	20	20	*95%*	1.67
5:30	0	12	12	*57%*	1.00	5:30	0	15	15	*71%*	1.25	5:30	0	20	20	*95%*	1.67
5:45	0	12	12	*57%*	1.00	5:45	0	15	15	*71%*	1.25	5:45	0	20	20	*95%*	1.67
6:00	0	12	12	*57%*	1.00	6:00	0	15	15	*71%*	1.25	6:00	0	20	20	*95%*	1.67
6:15	0	12	12	*57%*	1.00	6:15	0	15	15	*71%*	1.25	6:15	0	19	19	*90%*	1.58
6:30	0	12	12	*57%*	1.00	6:30	0	15	15	*71%*	1.25	6:30	0	19	19	*90%*	1.58
6:45	0	12	12	*57%*	1.00	6:45	0	16	16	*76%*	1.33	6:45	0	19	19	*90%*	1.58
7:00	0	12	12	*57%*	1.00	7:00	0	16	16	*76%*	1.33	7:00	0	19	19	*90%*	1.58
7:15	0	12	12	*57%*	1.00	7:15	0	15	15	*71%*	1.25	7:15	0	19	19	*90%*	1.58
7:30	0	12	12	*57%*	1.00	7:30	0	15	15	*71%*	1.25	7:30	0	18	18	*86%*	1.50
7:45	1	12	13	*62%*	1.08	7:45	0	15	15	*71%*	1.25	7:45	0	18	18	*86%*	1.50
8:00	1	12	13	*62%*	1.08	8:00	0	15	15	*71%*	1.25	8:00	0	18	18	*86%*	1.50
8:15	1	12	13	*62%*	1.08	8:15	0	13	13	*62%*	1.08	8:15	0	17	17	*81%*	1.42
8:30	1	13	14	*67%*	1.17	8:30	0	14	14	*67%*	1.17	8:30	0	17	17	*81%*	1.42
8:45	1	13	14	*67%*	1.17	8:45	0	14	14	*67%*	1.17	8:45	0	17	17	*81%*	1.42
9:00	1	11	12	*57%*	1.00	9:00	0	14	14	*67%*	1.17	9:00	1	17	18	*86%*	1.50
9:15	1	11	12	*57%*	1.00	9:15	0	14	14	*67%*	1.17	9:15	1	16	17	*81%*	1.42
9:30	1	11	12	*57%*	1.00	9:30	0	13	13	*62%*	1.08	9:30	1	16	17	*81%*	1.42
9:45	1	11	12	*57%*	1.00	9:45	2	13	15	*71%*	1.25	9:45	1	15	16	*76%*	1.33
10:00	1	11	12	*57%*	1.00	10:00	2	12	14	*67%*	1.17	10:00	1	14	15	*71%*	1.25
10:15	1	9	10	*48%*	0.83	10:15	2	11	13	*62%*	1.08	10:15	1	14	15	*71%*	1.25
10:30	1	8	9	*43%*	0.75	10:30	1	11	12	*57%*	1.00	10:30	2	14	16	*76%*	1.33
10:45	1	9	10	*48%*	0.83	10:45	1	11	12	*57%*	1.00	10:45	3	14	17	*81%*	1.42
11:00	2	10	12	*57%*	1.00	11:00	1	11	12	*57%*	1.00	11:00	5	14	19	*90%*	1.58
11:15	1	9	10	*48%*	0.83	11:15	1	11	12	*57%*	1.00	11:15	5	14	19	*90%*	1.58
11:30	1	9	10	*48%*	0.83	11:30	0	11	11	*52%*	0.92	11:30	5	15	20	*95%*	1.67
11:45	1	9	10	*48%*	0.83	11:45	0	10	10	*48%*	0.83	11:45	4	15	19	*90%*	1.58
12:00	1	10	11	*52%*	0.92	12:00	0	11	11	*52%*	0.92	12:00	4	14	18	*86%*	1.50
12:15	1	10	11	*52%*	0.92	12:15	0	12	12	*57%*	1.00	12:15	4	13	17	*81%*	1.42
12:30	1	10	11	*52%*	0.92	12:30	0	13	13	*62%*	1.08	12:30	4	13	17	*81%*	1.42
12:45	1	9	10	*48%*	0.83	12:45	0	15	15	*71%*	1.25	12:45	4	13	17	*81%*	1.42
13:00	1	9	10	*48%*	0.83	13:00	0	17	17	*81%*	1.42	13:00	4	12	16	*76%*	1.33
13:15	1	9	10	*48%*	0.83	13:15	0	17	17	*81%*	1.42	13:15	4	12	16	*76%*	1.33
13:30	2	9	11	*52%*	0.92	13:30	0	16	16	*76%*	1.33	13:30	3	13	16	*76%*	1.33
13:45	2	8	10	*48%*	0.83	13:45	0	14	14	*67%*	1.17	13:45	4	14	18	*86%*	1.50
14:00	2	9	11	*52%*	0.92	14:00	0	14	14	*67%*	1.17	14:00	4	14	18	*86%*	1.50
14:15	2	9	11	*52%*	0.92	14:15	0	14	14	*67%*	1.17	14:15	4	16	20	*95%*	1.67
14:30	2	11	13	*62%*	1.08	14:30	0	14	14	*67%*	1.17	14:30	4	16	20	*95%*	1.67
14:45	2	11	13	*62%*	1.08	14:45	0	14	14	*67%*	1.17	14:45	4	16	20	*95%*	1.67
15:00	2	12	14	*67%*	1.17	15:00	0	15	15	*71%*	1.25	15:00	4	16	20	*95%*	1.67
15:15	2	12	14	*67%*	1.17	15:15	0	15	15	*71%*	1.25	15:15	4	17	21	*100%*	1.75
15:30	2	12	14	*67%*	1.17	15:30	0	14	14	*67%*	1.17	15:30	4	18	22	*105%*	1.83
15:45	1	13	14	*67%*	1.17	15:45	0	14	14	*67%*	1.17	15:45	4	18	22	*105%*	1.83
16:00	2	13	15	*71%*	1.25	16:00	0	14	14	*67%*	1.17	16:00	2	18	20	*95%*	1.67
16:15	2	13	15	*71%*	1.25	16:15	0	14	14	*67%*	1.17	16:15	3	18	21	*100%*	1.75
16:30	3	13	16	*76%*	1.33	16:30	0	15	15	*71%*	1.25	16:30	4	18	22	*105%*	1.83
16:45	2	13	15	*71%*	1.25	16:45	0	15	15	*71%*	1.25	16:45	4	18	22	*105%*	1.83
17:00	2	13	15	*71%*	1.25	17:00	0	15	15	*71%*	1.25	17:00	4	18	22	*105%*	1.83
17:15	2	14	16	*76%*	1.33	17:15	0	17	17	*81%*	1.42	17:15	4	18	22	*105%*	1.83
17:30	2	14	16	*76%*	1.33	17:30	1	18	19	*90%*	1.58	17:30	3	18	21	*100%*	1.75
17:45	2	14	16	*76%*	1.33	17:45	0	18	18	*86%*	1.50	17:45	3	18	21	*100%*	1.75
18:00	2	15	17	*81%*	1.42	18:00	0	19	19	*90%*	1.58	18:00	3	18	21	*100%*	1.75
18:15	3	14	17	*81%*	1.42	18:15	0	19	19	*90%*	1.58	18:15	3	18	21	*100%*	1.75
18:30	2	14	16	*76%*	1.33	18:30	0	19	19	*90%*	1.58	18:30	3	18	21	*100%*	1.75
18:45	2	13	15	*71%*	1.25	18:45	0	19	19	*90%*	1.58	18:45	2	18	20	*95%*	1.67
19:00	0	13	13	*62%*	1.08	19:00	0	21	21	*100%*	1.75	19:00	2	18	20	*95%*	1.67
19:15	0	12	12	*57%*	1.00	19:15	0	20	20	*95%*	1.67	19:15	2	18	20	*95%*	1.67
19:30	0	12	12	*57%*	1.00	19:30	0	20	20	*95%*	1.67	19:30	2	17	19	*90%*	1.58
19:45	0	12	12	*57%*	1.00	19:45	0	20	20	*95%*	1.67	19:45	2	17	19	*90%*	1.58
20:00	0	12	12	*57%*	1.00	20:00	0	20	20	*95%*	1.67	20:00	1	17	18	*86%*	1.50
20:15	0	12	12	*57%*	1.00	20:15	0	20	20	*95%*	1.67	20:15	1	17	18	*86%*	1.50
20:30	0	12	12	*57%*	1.00	20:30	0	20	20	*95%*	1.67	20:30	1	17	18	*86%*	1.50
20:45	0	12	12	*57%*	1.00	20:45	0	20	20	*95%*	1.67	20:45	1	18	19	*90%*	1.58
21:00	0	13	13	*62%*	1.08	21:00	0	19	19	*90%*	1.58	21:00	1	17	18	*86%*	1.50
21:15	0	14	14	*67%*	1.17	21:15	0	19	19	*90%*	1.58	21:15	1	17	18	*86%*	1.50
21:30	0	14	14	*67%*	1.17	21:30	0	19	19	*90%*	1.58	21:30	1	17	18	*86%*	1.50
21:45	0	15	15	*71%*	1.25	21:45	0	19	19	*90%*	1.58	21:45	1	18	19	*90%*	1.58
22:00	0	15	15	*71%*	1.25	22:00	0	19	19	*90%*	1.58	22:00	0	18	18	*86%*	1.50
22:15	0	15	15	*71%*	1.25	22:15	0	20	20	*95%*	1.67	22:15	0	18	18	*86%*	1.50
22:30	0	15	15	*71%*	1.25	22:30	0	20	20	*95%*	1.67	22:30	0	19	19	*90%*	1.58
22:45	0	17	17	*81%*	1.42	22:45	0	20	20	*95%*	1.67	22:45	0	19	19	*90%*	1.58
23:00	0	17	17	*81%*	1.42	23:00	0	20	20	*95%*	1.67	23:00	0	19	19	*90%*	1.58
23:15	0	17	17	*81%*	1.42	23:15	0	20	20	*95%*	1.67	23:15	0	19	19	*90%*	1.58
23:30	0	17	17	*81%*	1.42	23:30	0	20	20	*95%*	1.67	23:30	0	19	19	*90%*	1.58
23:45	0	17	17	*81%*	1.42	23:45	0	20	20	*95%*	1.67	23:45	0	19	19	*90%*	1.58
			Peak Demand		**1.42**				**Peak Demand**		**1.75**				**Peak Demand**		**1.83**







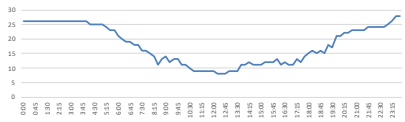
paradigm

Smithville - 111 Smitts Cove and 137 Griffin Street

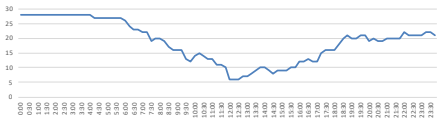
Low Rise Apartment/Condominium
Project Number: 240083

Dwelling Units	20
Dwelling Units Unoccupied	0
Dwelling Units Occupied	20
Total Number of Spaces:	28
Walk Score:	60
Transit Score:	0
Bike Score:	47

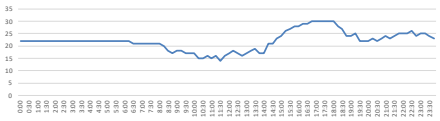
2025-11-27	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	2	24	26	93%	1.30
0:15	2	24	26	93%	1.30
0:30	2	24	26	93%	1.30
0:45	2	24	26	93%	1.30
1:00	2	24	26	93%	1.30
1:15	2	24	26	93%	1.30
1:30	2	24	26	93%	1.30
1:45	2	24	26	93%	1.30
2:00	2	24	26	93%	1.30
2:15	2	24	26	93%	1.30
2:30	2	24	26	93%	1.30
2:45	2	24	26	93%	1.30
3:00	2	24	26	93%	1.30
3:15	2	24	26	93%	1.30
3:30	2	24	26	93%	1.30
3:45	2	24	26	93%	1.30
4:00	2	24	26	93%	1.30
4:15	2	23	25	89%	1.25
4:30	2	23	25	89%	1.25
4:45	2	23	25	89%	1.25
5:00	2	23	25	89%	1.25
5:15	2	22	24	86%	1.20
5:30	2	21	23	82%	1.15
5:45	2	21	23	82%	1.15
6:00	2	19	21	75%	1.05
6:15	2	18	20	71%	1.00
6:30	2	17	19	68%	0.95
6:45	2	17	19	68%	0.95
7:00	2	16	18	64%	0.90
7:15	2	16	18	64%	0.90
7:30	2	14	16	57%	0.80
7:45	2	14	16	57%	0.80
8:00	2	13	15	54%	0.75
8:15	2	12	14	50%	0.70
8:30	2	9	11	39%	0.55
8:45	2	11	13	46%	0.65
9:00	2	12	14	50%	0.70
9:15	2	10	12	43%	0.60
9:30	2	11	13	46%	0.65
9:45	2	11	13	46%	0.65
10:00	2	9	11	39%	0.55
10:15	2	9	11	39%	0.55
10:30	2	8	10	36%	0.50
10:45	2	7	9	32%	0.45
11:00	2	7	9	32%	0.45
11:15	2	7	9	32%	0.45
11:30	2	7	9	32%	0.45
11:45	2	7	9	32%	0.45
12:00	2	7	9	32%	0.45
12:15	2	6	8	29%	0.40
12:30	2	6	8	29%	0.40
12:45	2	6	8	29%	0.40
13:00	2	7	9	32%	0.45
13:15	2	7	9	32%	0.45
13:30	2	7	9	32%	0.45
13:45	2	9	11	39%	0.55
14:00	1	10	11	39%	0.55
14:15	1	11	12	43%	0.60
14:30	0	11	11	39%	0.55
14:45	0	11	11	39%	0.55
15:00	0	11	11	39%	0.55
15:15	0	12	12	43%	0.60
15:30	0	12	12	43%	0.60
15:45	0	12	12	43%	0.60
16:00	1	12	13	46%	0.65
16:15	1	10	11	39%	0.55
16:30	2	10	12	43%	0.60
16:45	1	10	11	39%	0.55
17:00	1	10	11	39%	0.55
17:15	1	12	13	46%	0.65
17:30	0	12	12	43%	0.60
17:45	0	14	14	50%	0.70
18:00	0	15	15	54%	0.75
18:15	0	16	16	57%	0.80
18:30	0	15	15	54%	0.75
18:45	0	16	16	57%	0.80
19:00	0	15	15	54%	0.75
19:15	2	16	18	64%	0.90
19:30	0	17	17	61%	0.85
19:45	0	21	21	75%	1.05
20:00	0	21	21	75%	1.05
20:15	0	22	22	79%	1.10
20:30	1	21	22	79%	1.10
20:45	1	22	23	82%	1.15
21:00	1	22	23	82%	1.15
21:15	1	22	23	82%	1.15
21:30	1	22	23	82%	1.15
21:45	1	23	24	86%	1.20
22:00	1	23	24	86%	1.20
22:15	1	23	24	86%	1.20
22:30	1	23	24	86%	1.20
22:45	1	23	24	86%	1.20
23:00	1	24	25	89%	1.25
23:15	1	25	26	93%	1.30
23:30	2	26	28	100%	1.40
23:45	2	26	28	100%	1.40
			Peak Demand		1.40



2025-11-28	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	2	26	28	100%	1.40
0:15	2	26	28	100%	1.40
0:30	2	26	28	100%	1.40
0:45	2	26	28	100%	1.40
1:00	2	26	28	100%	1.40
1:15	2	26	28	100%	1.40
1:30	2	26	28	100%	1.40
1:45	2	26	28	100%	1.40
2:00	2	26	28	100%	1.40
2:15	2	26	28	100%	1.40
2:30	2	26	28	100%	1.40
2:45	2	26	28	100%	1.40
3:00	2	26	28	100%	1.40
3:15	2	26	28	100%	1.40
3:30	2	26	28	100%	1.40
3:45	2	26	28	100%	1.40
4:00	2	26	28	100%	1.40
4:15	2	25	27	96%	1.35
4:30	2	25	27	96%	1.35
4:45	2	25	27	96%	1.35
5:00	2	25	27	96%	1.35
5:15	2	25	27	96%	1.35
5:30	2	25	27	96%	1.35
5:45	2	25	27	96%	1.35
6:00	2	24	26	93%	1.30
6:15	2	22	24	86%	1.20
6:30	2	21	23	82%	1.15
6:45	2	21	23	82%	1.15
7:00	2	20	22	79%	1.10
7:15	2	20	22	79%	1.10
7:30	2	17	19	68%	0.95
7:45	2	18	20	71%	1.00
8:00	2	18	20	71%	1.00
8:15	2	17	19	68%	0.95
8:30	2	15	17	61%	0.85
8:45	2	14	16	57%	0.80
9:00	2	14	16	57%	0.80
9:15	2	14	16	57%	0.80
9:30	1	12	13	46%	0.65
9:45	1	11	12	43%	0.60
10:00	1	13	14	50%	0.70
10:15	2	13	15	54%	0.75
10:30	2	12	14	50%	0.70
10:45	2	11	13	46%	0.65
11:00	2	11	13	46%	0.65
11:15	2	9	11	39%	0.55
11:30	2	9	11	39%	0.55
11:45	2	8	10	36%	0.50
12:00	0	6	6	21%	0.30
12:15	0	6	6	21%	0.30
12:30	0	6	6	21%	0.30
12:45	0	7	7	25%	0.35
13:00	0	7	7	25%	0.35
13:15	0	8	8	29%	0.40
13:30	0	9	9	32%	0.45
13:45	0	10	10	36%	0.50
14:00	0	10	10	36%	0.50
14:15	0	9	9	32%	0.45
14:30	0	8	8	29%	0.40
14:45	0	9	9	32%	0.45
15:00	0	9	9	32%	0.45
15:15	0	9	9	32%	0.45
15:30	0	10	10	36%	0.50
15:45	0	10	10	36%	0.50
16:00	2	10	12	43%	0.60
16:15	2	10	12	43%	0.60
16:30	2	11	13	46%	0.65
16:45	1	11	12	43%	0.60
17:00	1	11	12	43%	0.60
17:15	2	13	15	54%	0.75
17:30	1	15	16	57%	0.80
17:45	1	15	16	57%	0.80
18:00	1	15	16	57%	0.80
18:15	1	17	18	64%	0.90
18:30	1	19	20	71%	1.00
18:45	1	20	21	75%	1.05
19:00	1	19	20	71%	1.00
19:15	1	19	20	71%	1.00
19:30	1	20	21	75%	1.05
19:45	1	20	21	75%	1.05
20:00	1	18	19	68%	0.95
20:15	1	19	20	71%	1.00
20:30	1	18	19	68%	0.95
20:45	1	18	19	68%	0.95
21:00	1	19	20	71%	1.00
21:15	1	19	20	71%	1.00
21:30	1	19	20	71%	1.00
21:45	1	19	20	71%	1.00
22:00	1	21	22	79%	1.10
22:15	1	20	21	75%	1.05
22:30	1	20	21	75%	1.05
22:45	1	20	21	75%	1.05
23:00	1	20	21	75%	1.05
23:15	1	21	22	79%	1.10
23:30	1	21	22	79%	1.10
23:45	0	21	21	75%	1.05
			Peak Demand		1.40



2025-11-29	On-Street Occupied	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	1	21	22	79%	1.10
0:15	1	21	22	79%	1.10
0:30	1	21	22	79%	1.10
0:45	1	21	22	79%	1.10
1:00	1	21	22	79%	1.10
1:15	1	21	22	79%	1.10
1:30	1	21	22	79%	1.10
1:45	1	21	22	79%	1.10
2:00	1	21	22	79%	1.10
2:15	1	21	22	79%	1.10
2:30	1	21	22	79%	1.10
2:45	1	21	22	79%	1.10
3:00	1	21	22	79%	1.10
3:15	1	21	22	79%	1.10
3:30	1	21	22	79%	1.10
3:45	1	21	22	79%	1.10
4:00	1	21	22	79%	1.10
4:15	1	21	22	79%	1.10
4:30	1	21	22	79%	1.10
4:45	1	21	22	79%	1.10
5:00	1	21	22	79%	1.10
5:15	1	21	22	79%	1.10
5:30	1	21	22	79%	1.10
5:45	1	21	22	79%	1.10
6:00	1	21	22	79%	1.10
6:15	1	21	22	79%	1.10
6:30	1	20	21	75%	1.05
6:45	1	20	21	75%	1.05
7:00	1	20	21	75%	1.05
7:15	1	20	21	75%	1.05
7:30	1	20	21	75%	1.05
7:45	1	20	21	75%	1.05
8:00	1	20	21	75%	1.05
8:15	1	19	20	71%	1.00
8:30	1	17	18	64%	0.90
8:45	1	16	17	61%	0.85
9:00	1	17	18	64%	0.90
9:15	1	17	18	64%	0.90
9:30	1	16	17	61%	0.85
9:45	1	16	17	61%	0.85
10:00	1	16	17	61%	0.85
10:15	1	14	15	54%	0.75
10:30	1	14	15	54%	0.75
10:45	1	15	16	57%	0.80
11:00	1	14	15	54%	0.75
11:15	1	15	16	57%	0.80
11:30	0	14	14	50%	0.70
11:45	0	16	16	57%	0.80
12:00	0	17	17	61%	0.85
12:15	1	17	18	64%	0.90
12:30	0	17	17	61%	0.85
12:45	1	15	16	57%	0.80
13:00	1	16	17	61%	0.85
13:15	1	17	18	64%	0.90
13:30	2	17	19	68%	0.95
13:45	0	17	17	61%	0.85
14:00	0	17	17	61%	0.85
14:15	4	17	21	75%	1.05
14:30	4	17	21	75%	1.05
14:45	5	18	23	82%	1.15
15:00	6	18	24	86%	1.20
15:15	6	20	26	93%	1.30
15:30	6	21	27	96%	1.35
15:45	5	23	28	100%	1.40
16:00	6	22	28	100%	1.40
16:15	6	23	29	104%	1.45
16:30	6	23	29	104%	1.45
16:45	6	24	30	107%	1.50
17:00	6	24	30	107%	1.50
17:15	6	24	30	107%	1.50
17:30	6	24	30	107%	1.50
17:45	6	24	30	107%	1.50
18:00	6	24	30	107%	1.50
18:15	4	24	28	100%	1.40
18:30	4	23	27	96%	1.35
18:45	2	22	24	86%	1.20
19:00	2	22	24	86%	1.20
19:15	2	23	25	89%	1.25
19:30	1	21	22	79%	1.10
19:45	1	21	22	79%	1.10
20:00	1	21	22	79%	1.10
20:15	1	22	23	82%	1.15
20:30	0	22	22	79%	1.10
20:45	0	23	23	82%	1.15
21:00	1	23	24	86%	1.20
21:15	0	23	23	82%	1.15
21:30	0	24	24	86%	1.20
21:45	0	25	25	89%	1.25
22:00	0	25	25	89%	1.25
22:15	0	25	25	89%	1.25
22:30	1	25	26	93%	1.30
22:45	0	24	24	86%	1.20
23:00	0	25	25	89%	1.25
23:15	0	25	25	89%	1.25
23:30	0	24	24	86%	1.20
23:45	0	23	23	82%	1.15
			Peak Demand		1.50

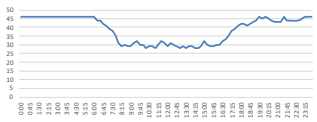


Grimsby - 24 Kenyon Crescent

Townhouse Development
Project Number: 240083

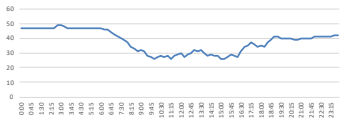
Dwelling Units	48
Dwelling Units Unoccupied	0
Dwelling Units Occupied	48
Total Number of Spaces:	61
Walk Score:	47
Transit Score:	0
Bike Score:	34

2025-11-27	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	46	46	75%	0.96
0:15	46	46	75%	0.96
0:30	46	46	75%	0.96
0:45	46	46	75%	0.96
1:00	46	46	75%	0.96
1:15	46	46	75%	0.96
1:30	46	46	75%	0.96
1:45	46	46	75%	0.96
2:00	46	46	75%	0.96
2:15	46	46	75%	0.96
2:30	46	46	75%	0.96
2:45	46	46	75%	0.96
3:00	46	46	75%	0.96
3:15	46	46	75%	0.96
3:30	46	46	75%	0.96
3:45	46	46	75%	0.96
4:00	46	46	75%	0.96
4:15	46	46	75%	0.96
4:30	46	46	75%	0.96
4:45	46	46	75%	0.96
5:00	46	46	75%	0.96
5:15	46	46	75%	0.96
5:30	46	46	75%	0.96
5:45	46	46	75%	0.96
6:00	46	46	75%	0.96
6:15	44	44	72%	0.92
6:30	44	44	72%	0.92
6:45	42	42	69%	0.88
7:00	41	41	67%	0.85
7:15	39	39	64%	0.81
7:30	38	38	62%	0.79
7:45	35	35	57%	0.73
8:00	31	31	51%	0.65
8:15	29	29	48%	0.60
8:30	30	30	49%	0.63
8:45	29	29	48%	0.60
9:00	29	29	48%	0.60
9:15	31	31	51%	0.65
9:30	32	32	52%	0.67
9:45	30	30	49%	0.63
10:00	30	30	49%	0.63
10:15	28	28	46%	0.58
10:30	29	29	48%	0.60
10:45	29	29	48%	0.60
11:00	28	28	46%	0.58
11:15	30	30	49%	0.63
11:30	32	32	52%	0.67
11:45	31	31	51%	0.65
12:00	29	29	48%	0.60
12:15	31	31	51%	0.65
12:30	30	30	49%	0.63
12:45	29	29	48%	0.60
13:00	28	28	46%	0.58
13:15	29	29	48%	0.60
13:30	28	28	46%	0.58
13:45	29	29	48%	0.60
14:00	29	29	48%	0.60
14:15	28	28	46%	0.58
14:30	28	28	46%	0.58
14:45	29	29	48%	0.60
15:00	32	32	52%	0.67
15:15	30	30	49%	0.63
15:30	29	29	48%	0.60
15:45	29	29	48%	0.60
16:00	30	30	49%	0.63
16:15	30	30	49%	0.63
16:30	32	32	52%	0.67
16:45	33	33	54%	0.69
17:00	35	35	57%	0.73
17:15	38	38	62%	0.79
17:30	39	39	64%	0.81
17:45	41	41	67%	0.85
18:00	42	42	69%	0.88
18:15	42	42	69%	0.88
18:30	41	41	67%	0.85
18:45	42	42	69%	0.88
19:00	43	43	70%	0.90
19:15	44	44	72%	0.92
19:30	46	46	75%	0.96
19:45	45	45	74%	0.94
20:00	46	46	75%	0.96
20:15	45	45	74%	0.94
20:30	44	44	72%	0.92
20:45	43	43	70%	0.90
21:00	43	43	70%	0.90
21:15	43	43	70%	0.90
21:30	46	46	75%	0.96
21:45	44	44	72%	0.92
22:00	44	44	72%	0.92
22:15	44	44	72%	0.92
22:30	44	44	72%	0.92
22:45	44	44	72%	0.92
23:00	45	45	74%	0.94
23:15	46	46	75%	0.96
23:30	46	46	75%	0.96
23:45	46	46	75%	0.96
		Peak Demand		0.96



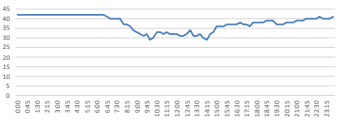
Dwelling Units	48
Dwelling Units Unoccupied	0
Dwelling Units Occupied	48
Total Number of Spaces:	61
Walk Score:	47
Transit Score:	0
Bike Score:	34

2025-11-28	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	47	47	77%	0.98
0:15	47	47	77%	0.98
0:30	47	47	77%	0.98
0:45	47	47	77%	0.98
1:00	47	47	77%	0.98
1:15	47	47	77%	0.98
1:30	47	47	77%	0.98
1:45	47	47	77%	0.98
2:00	47	47	77%	0.98
2:15	47	47	77%	0.98
2:30	47	47	77%	0.98
2:45	49	49	80%	1.02
3:00	49	49	80%	1.02
3:15	48	48	79%	1.00
3:30	47	47	77%	0.98
3:45	47	47	77%	0.98
4:00	47	47	77%	0.98
4:15	47	47	77%	0.98
4:30	47	47	77%	0.98
4:45	47	47	77%	0.98
5:00	47	47	77%	0.98
5:15	47	47	77%	0.98
5:30	47	47	77%	0.98
5:45	47	47	77%	0.98
6:00	47	47	77%	0.98
6:15	46	46	75%	0.96
6:30	46	46	75%	0.96
6:45	44	44	72%	0.92
7:00	43	43	70%	0.90
7:15	41	41	67%	0.85
7:30	40	40	66%	0.83
7:45	39	39	64%	0.81
8:00	37	37	61%	0.77
8:15	34	34	56%	0.71
8:30	33	33	54%	0.69
8:45	31	31	51%	0.65
9:00	32	32	52%	0.67
9:15	31	31	51%	0.65
9:30	28	28	46%	0.58
9:45	27	27	44%	0.56
10:00	26	26	43%	0.54
10:15	27	27	44%	0.56
10:30	28	28	46%	0.58
10:45	27	27	44%	0.56
11:00	28	28	46%	0.58
11:15	26	26	43%	0.54
11:30	28	28	46%	0.58
11:45	29	29	48%	0.60
12:00	30	30	49%	0.63
12:15	27	27	44%	0.56
12:30	29	29	48%	0.60
12:45	30	30	49%	0.63
13:00	32	32	52%	0.67
13:15	31	31	51%	0.65
13:30	32	32	52%	0.67
13:45	30	30	49%	0.63
14:00	28	28	46%	0.58
14:15	29	29	48%	0.60
14:30	28	28	46%	0.58
14:45	28	28	46%	0.58
15:00	26	26	43%	0.54
15:15	26	26	43%	0.54
15:30	27	27	44%	0.56
15:45	29	29	48%	0.60
16:00	28	28	46%	0.58
16:15	27	27	44%	0.56
16:30	31	31	51%	0.65
16:45	34	34	56%	0.71
17:00	35	35	57%	0.73
17:15	37	37	61%	0.77
17:30	36	36	59%	0.75
17:45	34	34	56%	0.71
18:00	35	35	57%	0.73
18:15	34	34	56%	0.71
18:30	37	37	61%	0.77
18:45	39	39	64%	0.81
19:00	41	41	67%	0.85
19:15	41	41	67%	0.85
19:30	40	40	66%	0.83
19:45	40	40	66%	0.83
20:00	40	40	66%	0.83
20:15	40	40	66%	0.83
20:30	39	39	64%	0.81
20:45	39	39	64%	0.81
21:00	40	40	66%	0.83
21:15	40	40	66%	0.83
21:30	40	40	66%	0.83
21:45	40	40	66%	0.83
22:00	41	41	67%	0.85
22:15	41	41	67%	0.85
22:30	41	41	67%	0.85
22:45	41	41	67%	0.85
23:00	41	41	67%	0.85
23:15	41	41	67%	0.85
23:30	42	42	69%	0.88
23:45	42	42	69%	0.88
		Peak Demand		1.02



Dwelling Units	48
Dwelling Units Unoccupied	0
Dwelling Units Occupied	48
Total Number of Spaces:	61
Walk Score:	47
Transit Score:	0
Bike Score:	34

2025-11-29	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	42	42	69%	0.88
0:15	42	42	69%	0.88
0:30	42	42	69%	0.88
0:45	42	42	69%	0.88
1:00	42	42	69%	0.88
1:15	42	42	69%	0.88
1:30	42	42	69%	0.88
1:45	42	42	69%	0.88
2:00	42	42	69%	0.88
2:15	42	42	69%	0.88
2:30	42	42	69%	0.88
2:45	42	42	69%	0.88
3:00	42	42	69%	0.88
3:15	42	42	69%	0.88
3:30	42	42	69%	0.88
3:45	42	42	69%	0.88
4:00	42	42	69%	0.88
4:15	42	42	69%	0.88
4:30	42	42	69%	0.88
4:45	42	42	69%	0.88
5:00	42	42	69%	0.88
5:15	42	42	69%	0.88
5:30	42	42	69%	0.88
5:45	42	42	69%	0.88
6:00	42	42	69%	0.88
6:15	42	42	69%	0.88
6:30	42	42	69%	0.88
6:45	41	41	67%	0.85
7:00	40	40	66%	0.83
7:15	40	40	66%	0.83
7:30	40	40	66%	0.83
7:45	40	40	66%	0.83
8:00	37	37	61%	0.77
8:15	37	37	61%	0.77
8:30	36	36	59%	0.75
8:45	34	34	56%	0.71
9:00	33	33	54%	0.69
9:15	32	32	52%	0.67
9:30	31	31	51%	0.65
9:45	32	32	52%	0.67
10:00	29	29	48%	0.60
10:15	30	30	49%	0.63
10:30	33	33	54%	0.69
10:45	33	33	54%	0.69
11:00	32	32	52%	0.67
11:15	33	33	54%	0.69
11:30	32	32	52%	0.67
11:45	32	32	52%	0.67
12:00	32	32	52%	0.67
12:15	31	31	51%	0.65
12:30	31	31	51%	0.65
12:45	32	32	52%	0.67
13:00	34	34	56%	0.71
13:15	31	31	51%	0.65
13:30	31	31	51%	0.65
13:45	32	32	52%	0.67
14:00	30	30	49%	0.63
14:15	29	29	48%	0.60
14:30	32	32	52%	0.67
14:45	33	33	54%	0.69
15:00	36	36	59%	0.75
15:15	36	36	59%	0.75
15:30	36	36	59%	0.75
15:45	37	37	61%	0.77
16:00	37	37	61%	0.77
16:15	37	37	61%	0.77
16:30	37	37	61%	0.77
16:45	38	38	62%	0.79
17:00	37	37	61%	0.77
17:15	37	37	61%	0.77
17:30	36	36	59%	0.75
17:45	38	38	62%	0.79
18:00	38	38	62%	0.79
18:15	38	38	62%	0.79
18:30	38	38	62%	0.79
18:45	39	39	64%	0.81
19:00	39	39	64%	0.81
19:15	39	39	64%	0.81
19:30	37	37	61%	0.77
19:45	37	37	61%	0.77
20:00	37	37	61%	0.77
20:15	38	38	62%	0.79
20:30	38	38	62%	0.79
20:45	38	38	62%	0.79
21:00	39	39	64%	0.81
21:15	39	39	64%	0.81
21:30	39	39	64%	0.81
21:45	40	40	66%	0.83
22:00	40	40	66%	0.83
22:15	40	40	66%	0.83
22:30	40	40	66%	0.83
22:45	41	41	67%	0.85
23:00	40	40	66%	0.83
23:15	40	40	66%	0.83
23:30	40	40	66%	0.83
23:45	41	41	67%	0.85
		Peak Demand		0.88

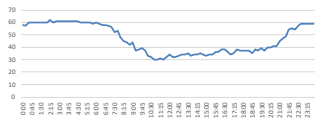


Niagara Falls - 6705 Cropp Street

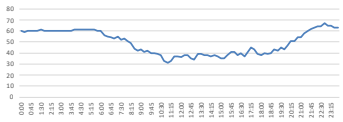
Stacked Townhouse Development
Project Number: 240083

Dwelling Units	84
Dwelling Units Unoccupied	0
Dwelling Units Occupied	84
Total Number of Spaces:	130
Walk Score:	70
Transit Score:	45
Bike Score:	52

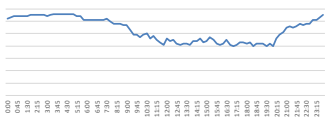
2025-11-27	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	58	58	45%	0.69
0:15	57	57	44%	0.68
0:30	60	60	46%	0.71
0:45	60	60	46%	0.71
1:00	60	60	46%	0.71
1:15	60	60	46%	0.71
1:30	60	60	46%	0.71
1:45	60	60	46%	0.71
2:00	60	60	46%	0.71
2:15	62	62	48%	0.74
2:30	60	60	46%	0.71
2:45	61	61	47%	0.73
3:00	61	61	47%	0.73
3:15	61	61	47%	0.73
3:30	61	61	47%	0.73
3:45	61	61	47%	0.73
4:00	61	61	47%	0.73
4:15	61	61	47%	0.73
4:30	61	61	47%	0.73
4:45	60	60	46%	0.71
5:00	60	60	46%	0.71
5:15	60	60	46%	0.71
5:30	60	60	46%	0.71
5:45	59	59	45%	0.70
6:00	60	60	46%	0.71
6:15	59	59	45%	0.70
6:30	58	58	45%	0.69
6:45	58	58	45%	0.69
7:00	57	57	44%	0.68
7:15	56	56	43%	0.67
7:30	52	52	40%	0.62
7:45	53	53	41%	0.63
8:00	48	48	37%	0.57
8:15	45	45	35%	0.54
8:30	44	44	34%	0.52
8:45	42	42	32%	0.50
9:00	44	44	34%	0.52
9:15	37	37	28%	0.44
9:30	38	38	29%	0.45
9:45	39	39	30%	0.46
10:00	37	37	28%	0.44
10:15	33	33	25%	0.39
10:30	32	32	25%	0.38
10:45	30	30	23%	0.36
11:00	30	30	23%	0.36
11:15	31	31	24%	0.37
11:30	30	30	23%	0.36
11:45	32	32	25%	0.38
12:00	34	34	26%	0.40
12:15	32	32	25%	0.38
12:30	32	32	25%	0.38
12:45	33	33	25%	0.39
13:00	34	34	26%	0.40
13:15	34	34	26%	0.40
13:30	35	35	27%	0.42
13:45	33	33	25%	0.39
14:00	34	34	26%	0.40
14:15	34	34	26%	0.40
14:30	35	35	27%	0.42
14:45	34	34	26%	0.40
15:00	33	33	25%	0.39
15:15	34	34	26%	0.40
15:30	34	34	26%	0.40
15:45	36	36	28%	0.43
16:00	36	36	28%	0.43
16:15	38	38	29%	0.45
16:30	38	38	29%	0.45
16:45	36	36	28%	0.43
17:00	34	34	26%	0.40
17:15	35	35	27%	0.42
17:30	38	38	29%	0.45
17:45	37	37	28%	0.44
18:00	37	37	28%	0.44
18:15	37	37	28%	0.44
18:30	37	37	28%	0.44
18:45	35	35	27%	0.42
19:00	38	38	29%	0.45
19:15	37	37	28%	0.44
19:30	39	39	30%	0.46
19:45	37	37	28%	0.44
20:00	40	40	31%	0.48
20:15	40	40	31%	0.48
20:30	41	41	32%	0.49
20:45	41	41	32%	0.49
21:00	45	45	35%	0.54
21:15	47	47	36%	0.56
21:30	49	49	38%	0.58
21:45	54	54	42%	0.64
22:00	55	55	42%	0.65
22:15	54	54	42%	0.64
22:30	57	57	44%	0.68
22:45	59	59	45%	0.70
23:00	59	59	45%	0.70
23:15	59	59	45%	0.70
23:30	59	59	45%	0.70
23:45	59	59	45%	0.70
		Peak Demand		0.74



2025-11-28	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	60	60	46%	0.71
0:15	59	59	45%	0.70
0:30	60	60	46%	0.71
0:45	60	60	46%	0.71
1:00	60	60	46%	0.71
1:15	60	60	46%	0.71
1:30	61	61	47%	0.73
1:45	60	60	46%	0.71
2:00	60	60	46%	0.71
2:15	60	60	46%	0.71
2:30	60	60	46%	0.71
2:45	60	60	46%	0.71
3:00	60	60	46%	0.71
3:15	60	60	46%	0.71
3:30	60	60	46%	0.71
3:45	60	60	46%	0.71
4:00	61	61	47%	0.73
4:15	61	61	47%	0.73
4:30	61	61	47%	0.73
4:45	61	61	47%	0.73
5:00	61	61	47%	0.73
5:15	61	61	47%	0.73
5:30	61	61	47%	0.73
5:45	60	60	46%	0.71
6:00	60	60	46%	0.71
6:15	56	56	43%	0.67
6:30	55	55	42%	0.65
6:45	54	54	42%	0.64
7:00	53	53	41%	0.63
7:15	55	55	42%	0.65
7:30	52	52	40%	0.62
7:45	53	53	41%	0.63
8:00	51	51	39%	0.61
8:15	49	49	38%	0.58
8:30	44	44	34%	0.52
8:45	42	42	32%	0.50
9:00	43	43	33%	0.51
9:15	41	41	32%	0.49
9:30	42	42	32%	0.50
9:45	40	40	31%	0.48
10:00	40	40	31%	0.48
10:15	39	39	30%	0.46
10:30	38	38	29%	0.45
10:45	33	33	26%	0.39
11:00	31	31	24%	0.37
11:15	33	33	25%	0.39
11:30	37	37	28%	0.44
11:45	37	37	28%	0.44
12:00	36	36	28%	0.43
12:15	38	38	29%	0.45
12:30	38	38	29%	0.45
12:45	35	35	27%	0.42
13:00	34	34	26%	0.40
13:15	39	39	30%	0.46
13:30	39	39	30%	0.46
13:45	38	38	29%	0.45
14:00	38	38	29%	0.45
14:15	37	37	28%	0.44
14:30	38	38	29%	0.45
14:45	37	37	28%	0.44
15:00	35	35	27%	0.42
15:15	35	35	27%	0.42
15:30	38	38	29%	0.45
15:45	41	41	32%	0.49
16:00	41	41	32%	0.49
16:15	38	38	29%	0.45
16:30	40	40	31%	0.48
16:45	37	37	28%	0.44
17:00	41	41	32%	0.49
17:15	45	45	35%	0.54
17:30	43	43	33%	0.51
17:45	39	39	30%	0.46
18:00	38	38	29%	0.45
18:15	40	40	31%	0.48
18:30	39	39	30%	0.46
18:45	40	40	31%	0.48
19:00	43	43	33%	0.51
19:15	42	42	32%	0.50
19:30	45	45	35%	0.54
19:45	43	43	33%	0.51
20:00	47	47	36%	0.56
20:15	51	51	39%	0.61
20:30	51	51	39%	0.61
20:45	54	54	42%	0.64
21:00	54	54	42%	0.64
21:15	58	58	45%	0.69
21:30	60	60	46%	0.71
21:45	62	62	48%	0.74
22:00	63	63	48%	0.75
22:15	64	64	49%	0.76
22:30	64	64	49%	0.76
22:45	67	67	52%	0.80
23:00	65	65	50%	0.77
23:15	65	65	50%	0.77
23:30	63	63	48%	0.75
23:45	63	63	48%	0.75
		Peak Demand		0.80



2025-11-29	On-Site Occupied	Total Utilization Occupied		Rate Per Unit
0:00	62	62	48%	0.74
0:15	63	63	48%	0.75
0:30	64	64	49%	0.76
0:45	64	64	49%	0.76
1:00	64	64	49%	0.76
1:15	64	64	49%	0.76
1:30	64	64	49%	0.76
1:45	65	65	50%	0.77
2:00	65	65	50%	0.77
2:15	65	65	50%	0.77
2:30	65	65	50%	0.77
2:45	65	65	50%	0.77
3:00	64	64	49%	0.76
3:15	65	65	50%	0.77
3:30	66	66	51%	0.79
3:45	66	66	51%	0.79
4:00	66	66	51%	0.79
4:15	66	66	51%	0.79
4:30	66	66	51%	0.79
4:45	66	66	51%	0.79
5:00	66	66	51%	0.79
5:15	64	64	49%	0.76
5:30	64	64	49%	0.76
5:45	61	61	47%	0.73
6:00	61	61	47%	0.73
6:15	61	61	47%	0.73
6:30	61	61	47%	0.73
6:45	61	61	47%	0.73
7:00	61	61	47%	0.73
7:15	61	61	47%	0.73
7:30	62	62	48%	0.74
7:45	60	60	46%	0.71
8:00	58	58	45%	0.69
8:15	58	58	45%	0.69
8:30	58	58	45%	0.69
8:45	57	57	44%	0.68
9:00	57	57	44%	0.68
9:15	53	53	41%	0.63
9:30	49	49	38%	0.58
9:45	49	49	38%	0.58
10:00	47	47	36%	0.56
10:15	49	49	38%	0.58
10:30	50	50	38%	0.60
10:45	46	46	35%	0.55
11:00	48	48	37%	0.57
11:15	45	45	35%	0.54
11:30	43	43	33%	0.51
11:45	41	41	32%	0.49
12:00	46	46	35%	0.55
12:15	44	44	34%	0.52
12:30	45	45	35%	0.54
12:45	42	42	32%	0.50
13:00	41	41	32%	0.49
13:15	42	42	32%	0.50
13:30	42	42	32%	0.50
13:45	41	41	32%	0.49
14:00	44	44	34%	0.52
14:15	44	44	34%	0.52
14:30	46	46	35%	0.55
14:45	43	43	33%	0.51
15:00	44	44	34%	0.52
15:15	47	47	36%	0.56
15:30	45	45	35%	0.54
15:45	42	42	32%	0.50
16:00	41	41	32%	0.49
16:15	42	42	32%	0.50
16:30	45	45	35%	0.54
16:45	41	41	32%	0.49
17:00	40	40	31%	0.48
17:15	41	41	32%	0.49
17:30	43	43	33%	0.51
17:45	43	43	33%	0.51
18:00	42	42	32%	0.50
18:15	43	43	33%	0.51
18:30	40	40	31%	0.48
18:45	42	42	32%	0.50
19:00	42	42	32%	0.50
19:15	42	42	32%	0.50
19:30	40	40	31%	0.48
19:45	42	42	32%	0.50
20:00	40	40	31%	0.48
20:15	46	46	35%	0.55
20:30	49	49	38%	0.58
20:45	51	51	39%	0.61
21:00	55	55	42%	0.65
21:15	56	56	43%	0.67
21:30	55	55	42%	0.65
21:45	56	56	43%	0.67
22:00	58	58	45%	0.69
22:15	57	57	44%	0.68
22:30	58	58	45%	0.69
22:45	58	58	45%	0.69
23:00	61	61	47%	0.73
23:15	61	61	47%	0.73
23:30	63	63	48%	0.75
23:45	65	65	50%	0.77
		Peak Demand		0.79



Appendix B – Small Community Parking Demand

Table 7: Summary of Proxy Site Parking Survey Results

Characteristic	275 Belsyde Ave	325 Belsyde Ave	345 Belsyde Ave	110 Oriole Pkwy	120 David St
Number of Units	36	36	36	24	50
Number of Bedrooms	60	60	60	40	Unknown
Parking Supply	50 spaces	48 spaces	48 spaces	33 spaces	55 spaces
Parking Supply Rate	1.39 / unit 0.83 / bedroom	1.34 / unit 0.80 / bedroom	1.34 / unit 0.80 / bedroom	1.38 / unit 0.83 / bedroom	1.10 / unit
Maximum Surveyed Parking Demand	38 spaces	32 spaces	37 spaces	22 spaces	45 spaces
Maximum Surveyed Parking Utilization	76%	67%	77%	69%	82%
Calculated Surveyed Parking Demand Rate	1.06 / unit 0.64 / bedroom	0.89 / unit 0.54 / bedroom	1.03 / unit 0.62 / bedroom	0.92 / unit 0.55 / bedroom	0.90 / unit
Peak Parking Demand Period(s)	11 PM – 12 AM 12 AM – 1 AM	11 PM – 12 AM 12 AM – 1 AM	12 AM – 1 AM	12 AM – 1 AM	12 AM – 1 AM
Adjusted Maximum Parking Demand	39 spaces	33 spaces	38 spaces	23 spaces	46 spaces
Adjusted Maximum Parking Utilization	78%	69%	79%	70%	84%
Adjusted Calculated Parking Demand Rate	1.08 / unit 0.65 / bedroom	0.92 / unit 0.55 / bedroom	1.06 / unit 0.64 / bedroom	0.96 / unit 0.58 / bedroom	0.92 / unit

As shown in the table above, the parking demand did not exceed the parking capacity at any of the proxy sites during any surveyed period. Following the projected vacancy adjustment, the largest parking demand rate was found to be 1.08 spaces per unit or 0.65 spaces per bedroom, observed at 275 Belsyde Avenue East, which is less than the parking supply rate of 1.39 spaces per unit or 0.83 spaces per bedroom for that same location. The parking supply was also underutilized at each location, with available parking spaces of at least 16% up to a high of 31% during peak periods. All proxy sites had the peak parking demand observed during the 11:00 PM – 12:00 AM or 12:00 AM – 1:00 AM time period, when there are typically minimal visitors and mainly residents parking in the lot.

The average parking rate of the surveyed locations was 0.99 spaces per unit or 0.61 spaces per bedroom. It should be noted that this is a blended rate of both residential and visitor parking, as there was no separated visitor parking delineated by signage or painted markings. The unit compositions of each location had two-bedroom units as the majority of the unit composition, however the average parking rate suggests that for apartment buildings of this size and similar site characteristics, a single vehicle is utilized regardless of the number of bedrooms.

As the proposed development is proposing a parking supply of 1.58 spaces per dwelling unit, it is expected that the variance will provide parking in excess. If the proposed development were to provide parking based on the highest demand observed at the surveyed locations, then only 26 parking spaces would be required based on a rate of 1.08 spaces per unit or 29 parking spaces based on a rate of 0.65 per bedroom. This demonstrates that at the proposed parking supply rate, the site would likely be able to accommodate the future parking demands observed from the proxy sites with a similar site context as the subject site.

Appendix C

Parking Survey Data

Ontario Traffic Inc - Parking Counts

Location: 275, 325, 345 Belsyde Avenue, Fergus **Date:** Tuesday, December 03, 2024

Time			Location					
			275 Belsyde Ave		325 Belsyde Ave		345 Belsyde Ave	
			Demand	Illegal	Demand	Illegal	Demand	Illegal
17:00	to	18:00	27	0	24	0	27	0
18:00	to	19:00	28	0	23	0	29	0
19:00	to	20:00	29	0	26	0	26	0
20:00	to	21:00	31	0	27	0	30	0
21:00	to	22:00	34	0	28	0	34	0
22:00	to	23:00	28	0	31	0	35	0
23:00	to	24:00	38	0	32	0	36	0
24:00	to	01:00	38	0	32	0	37	0
Available Spaces =			**50**		**48**		**48**	

Ontario Traffic Inc - Parking Counts

Location: 110 Oriole Parkway West

Date: Tuesday, December 03, 2024

Time			Location	
			110 Oriole Pkwy W	
			Demand	Illegal
17:00	to	18:00	12	0
18:00	to	19:00	14	0
19:00	to	20:00	13	0
20:00	to	21:00	15	0
21:00	to	22:00	16	0
22:00	to	23:00	17	0
23:00	to	24:00	19	0
24:00	to	01:00	22	0
Available Spaces =			33	

Ontario Traffic Inc - Parking Counts

Location: 120 David Street East, Elora

Date: Tuesday, December 03, 2024

Time			Parked Vehicles	
			Demand	Illegal
17:00	to	18:00	36	0
18:00	to	19:00	38	0
19:00	to	20:00	37	0
20:00	to	21:00	36	0
21:00	to	22:00	41	0
22:00	to	23:00	43	0
23:00	to	24:00	42	0
24:00	to	01:00	45	0
Available Spaces =			**55**	

REPORT

GROWTH AND SUSTAINABILITY COMMITTEE

DATE: March 2, 2026

REPORT NO: PD-06-2026

SUBJECT: **Recommendation Report – Zoning By-law Amendment Application for 6910 Silver Street (File No. 1601-013-25)**

CONTACT: Susan Smyth, Manager, Community Planning and Design
Gerrit Boerema, Director, Growth and Sustainability

OVERVIEW:

- An application for a Zoning By-law Amendment was submitted by A.D. Moote Consulting (Agent) on behalf of 1403383 Ontario Inc. c/o V & R Recycling (Owner/Applicant).
- Subject lands are designated as 'Good General Agricultural' and 'Natural Heritage System'.
- Current zoning is Agricultural (A) zone, site-specific Agricultural (A5) Zone with permissions to operate a salvage yard, Environmental Protection (EP) and Environmental Conservation (EC).
- The application is seeking approvals for a new site-specific Agricultural Zone to permit the continued agricultural use and field crop production, continue the salvage yard as a permitted use, add the storage, processing and resale of rock, shale and aggregate materials as a permitted use. This will require updates to the zoning schedule that delineates the zone boundaries of the permitted uses.
- Reinstatement of the environmental protection buffer limit to the Beaver Creek Provincially Significant Wetland (PSW) and significant woodlands along the western edge of the site along with restoration of vegetation for the long-term protection of the natural features.
- Upon the review of the application in accordance with Provincial, Regional and Local policies, and after considering input from the Committee, commenting agencies, and public comments, Administration recommends approval of the a zoning amendment as found in Schedule A.
- If approved, the applicants will still be required to apply for an obtain a site alteration permit for the material that has been imported to the property and any future material imported to the property.

RECOMMENDATION:

1. That, Recommendation Report PD-06-2026, titled “Recommendation Report – Zoning By-law Amendment Application for 6910 Silver Street (File No. 1601-013-25), dated March 2, 2026, be received; and,
2. That, Application for Zoning By-law Amendment File No. 1601-013-25 be approved in accordance with the attached Zoning By-law and Schedule to rezone the subject lands as A-5 (H-16) to permit the salvage yard, storage, processing and resale of rock, shale and aggregate materials, and amend the zone boundaries for the Agricultural (A) Zone, and the Holding Provision is applied until such time as the Restoration Plan and Site Plan are approved to the satisfaction of the Township; and,
3. That, Council authorizes the Mayor and Clerk to sign the necessary by-law.

ALIGNMENT TO STRATEGIC PLAN:
Theme #2 and 3

- Champion strategic and responsible growth
- Enrich our strong agricultural legacy

BACKGROUND:

An application for a Zoning By-law Amendment was submitted by A.D. Moote Consulting (Agent) on behalf of 1403383 Ontario Inc. c/o V & R Recycling (Owner/Applicant) to address a non-compliant zoning use that started in May 2024, with rock, shale and aggregate material being delivered and disposed of on site.

A Public Meeting was held on January 12, 2026 where details of the proposed development and requested amendments were provided in Information Report PD-04-2026. The application was presented to the Growth and Sustainability Committee and members of the public to receive the information and opportunities to receive comments.

The requested amendments include the following changes:

- Replace the current A-5 zone boundaries by removing the salvage yard permissions from the northwest corner of the site used for field crop production and swap it out for an area centralized and zoned as Agricultural (A) of the site.
- Add the storage, processing and resale of rock, shale and aggregate materials within a designated location of the site as a permitted use.
- Reinstate and restore vegetation in the Environmental Conservation (EC) Zone buffer limit (30 metres) as well as the Environmental Protection (EP) Zone of the wetland along the western edge of the site.

Public comments were received at the public meeting that related to the restoration plan and reinstatement of the natural buffer to the wetland. A member of the public made a presentation in support of the restoration plan with recommendations on the native species

to be planted and a modified monitoring plan for consideration.

A question was raised about the issuance of a permit for the rock to be brought to the site and what will the owners do with the rock. It was explained that there were no site alteration permits provided by the Township that allowed the storage of the rock and this was a zoning compliance issue and required attention.

CURRENT SITUATION:

This application is to permit a new use being integrated with the existing salvage yard operation that currently does not have the legal permission for the storage, processing and resale of rock, shale and aggregate materials. Furthermore, an amendment to the site plan agreement is required to identify the location and area dedicated on the subject lands for the storage, processing and resale of the rock, shale and aggregate material in addition to the expansion of the salvage yard use.

The proposed Zoning By-law Amendment application was evaluated against the Provincial and Local policy framework as discussed below.

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

The *Planning Act* provides for a land use planning system led by Provincial policy, integrating provincial interests with municipal decision making, promoting sustainable economic development in a healthy natural environment and encouraging coordination among various interests.

The Planning Act requires that Council must have regard to matters under the act including the protection of natural areas, features and functions, and protection of the agricultural resources. Decisions of Council must also be consistent with provincial planning statements and conform to provincial plans and municipal official plans that are in effect.

Provincial Planning Statement, 2024

The subject lands are located in the Prime Agricultural Area under the Provincial Planning Statement (PPS) 2024. Section 4.3 of the PPS states that Planning authorities are required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster long-term economic prosperity. Permitted uses in prime agricultural areas include agricultural uses such as cash crops, and legal non-agricultural uses such that the uses are compatible and do not hinder surrounding agricultural operations. Policy 4.3.5 allows for planning authorities to permit non-agricultural uses in Prime Agricultural Areas that are limited and does not compromise specialty crops, there are no other reasonable locations and impacts are to be avoided or mitigated.

The salvage yard operation has existed for years and has expanded internally in the site

that is zoned as Agricultural although not conducive for agricultural production. The northwest corner of the site has been used for field crop production although is zoned A-5 to permit the salvage yard. To preserve the agricultural use in this portion of the site, it is recommended to change the zoning back to Agricultural, which accounts for an area approximately 2.3 hectares and to switch with the zoning internal to the site that is currently Agricultural. Additionally, the importing of rock, shale and aggregate materials has been deposited on the site in an area designated and zoned for environmental protection and conservation. The Applicant is aware that the material needs to be relocated and the most logical is internally and more centralized in the site with no visibility at the street. Therefore, it is recommended that the location where the salvage yard has expanded into the site is ideal for the storage of the rock and shale material.

The expansion of the salvage yard and the introduction of the storage, processing and resale of rock, shale and aggregate materials from this site will not further hinder the agricultural uses in the area and will maintain the field crop production on site and the long term protection of the environmental features. The new use will be contained internal to the site and will operate during the similar hours of that salvage yard. The new use will allow for the Applicant to expand its business and create some new employment opportunities for its employees.

The Applicant will be responsible to amend the site plan agreement registered on title and will give the Township the leverage to control the operation in terms of the scale and limited in area internal to the site and out of the view from the public. A holding provision is being recommended to ensure that the Zoning is not in effect until such time that a new site plan is completed and registered on the property. The proposed zoning will also require the owners to obtain a site alteration permit from Township Council prior to importing material. Furthermore, there is the requirement for the restoration and rehabilitation of the environmental buffers to the wetland. The Applicant is also responsible to adhere to the Ministry of Natural Resources and Forestry (MNRF) policies and procedures for implementation under the Aggregate Resources Act, specifically for the noise and dust control. The Ministry will be required to be on site and to confirm the operator and machinery for processing the aggregate material holds the mandatory license.

It is the opinion of Administration that the proposed zoning-by-law amendment is consistent with the policies of the PPS.

Township of West Lincoln Official Plan and Niagara Official Plan

Bill 23 has changed Niagara Region's role in land use planning and as of March 31, 2025, the Niagara Official Plan (NOP) is no longer a Regional Plan and is an Official Plan of the twelve area municipalities in Niagara. Therefore, the Township has considered the applicable policies of the NOP alongside the Township's Official Plan to support and preserve Prime Agricultural Lands.

The Niagara Official Plan designates the property 'Prime Agricultural Lands' while the

Township's Official Plan designates the subject property 'Good General Agriculture' and 'Natural Heritage System'. The Good General Agriculture designation permits a wide range of agricultural uses including wide range of field crops and agricultural uses and a full range agriculture-related secondary uses that can adapt to changing farming needs and practices. New non-agricultural uses are not supported in the Township's Official Plan.

However, under the General Agricultural Policies, Section 4.2.1(g), it states that new non-agricultural uses shall not be permitted within the Agricultural Areas. These uses shall be encouraged to locate within existing Settlement Areas to minimize the impact on existing and future agricultural operations.Considering a portion of the subject lands are zoned to permit the legal operation of the salvage yard, the proposed enlargement and extension of the use including the introduction of the storage, processing and resale of the rock, shale and aggregate materials it is not anticipated to have any greater impacts to surrounding agricultural operations.

Moreover, under the Good General Agricultural policies, Section 4.4.2 (g), it states that within the Agricultural designation there exist a number of legally established non-agricultural related uses, building and structures that have been recognized through the Township's Zoning By-law. These uses can continue to exist as legally established, any changes to these uses, buildings and structures shall be in accordance with the applicable policies of the Township's Official Plan and may require further approval through zoning by-law amendments, site plan approval, or other planning approvals as required. As in this circumstance, this application is seeking approvals for the expansion of the salvage yard and introduction of the storage and processing of the rock, shale and aggregate materials.

Considering the location is internal to the site, it is not expected to affect the character of the area. The reinstatement of the environmental protection and conservation area to the wetland and significant woodland features along the west side of the site will restore the feature. The proposed rezoning back to agricultural in the northwest corner of the site will meet the intent of the long term protection and sustainable agricultural use and operations. A restoration plan is required as part of the zoning amendment.

Similarly, the Niagara Region Official Plan polices for the Agricultural System (Section 4.1), provide complimentary objectives that promote the protection of agricultural uses and that lands should be used for agricultural production and agricultural related uses. Policy 4.1.3.1, non-agricultural uses should not be located in specialty crop areas or prime agricultural areas, and Policy 4.1.3.3 applications for non-agricultural uses shall require completion of an agricultural impact assessment. In this circumstance, the proposed swap of zoning between the agricultural zone and A-5 for the salvage yard expansion and the proposed storage, processing, and resale of rock, shale and aggregate materials provides no net additional agricultural impacts and therefore an impact assessment is not required. Policy 4.1.3.7, where agricultural uses and non-agricultural uses interface, land use compatibility shall be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the agricultural system. In this regard, the continued

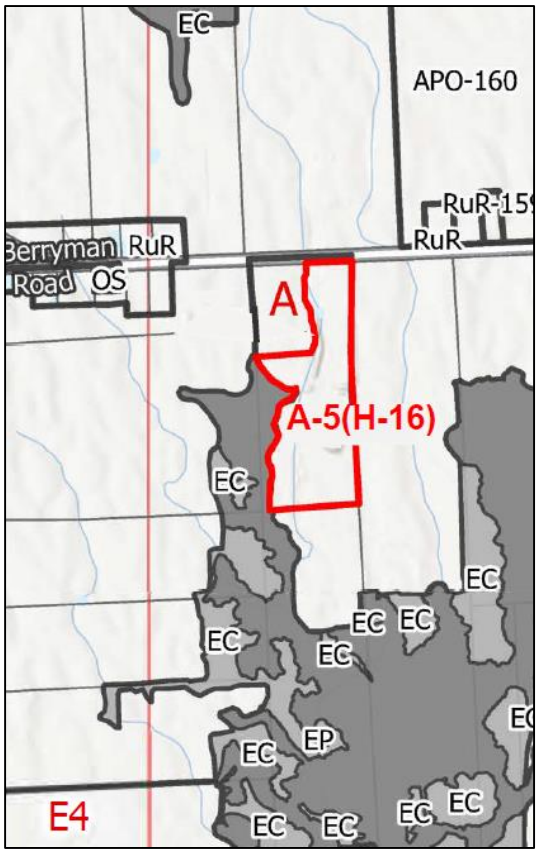
salvage yard use and the proposed storage, processing and resale of rock, shale and aggregate materials, the mitigating measure is the amendment to zoning by-law to regulate the use in terms of the location and area dedicated to the non-agricultural use. Additionally, the amendment to the site plan agreement and to capture the details of the operation, including the restoration plan for the reinstatement of the wetland and buffer and a grading plan to ensure there is no drainage impacts to neighbouring properties.

It is of the opinion of Administration that the proposed Zoning By-law Amendment with the use of a holding provision requiring site plan and a site alteration permit is consistent with the policies of the Township's Official Plan and policies of the Niagara Official Plan.

Township Zoning By-law 2017-70, as amended

The subject lands are currently zoned Agriculture (A), Agricultural A-5, Environmental Conservation (EC), and Environmental Protection (EP).

The application for the amendment to the Zoning By-law will change the zone with the following regulations.



A-5 (H-16)
As per the parent zone, plus:

- Salvage yard
- Storage, processing and sale of aggregate materials

Regulations:

As per the parent zone, and in addition any necessary approvals from the Ministry of Environment, Conservation and Parks, and Site Alteration Permits for importation, processing and resale of aggregate material.

Holding Provision:

The holding provision is applied until such time as the Restoration Plan and Site Plan are completed and approved to the satisfaction of the Township.

The Applicant is committed to the restoration and reinstatement of the wetland and associated buffer along the west side of the site and as well as the continued agricultural crop production in the northwest portion of the site. The Zoning By-law Schedule will reflect the change and delineation of these zones.

Schedule A provides the Zoning By-law and Schedule for Council approval.

FINANCIAL IMPLICATIONS:

All cost associated with processing the application of the subject lands is to be borne by the Owner through the Zoning By-law Amendment fee.

There are no financial implications to the Township as result of the review of this application. The Applicant will be required to apply for and obtain approval of a new site plan agreement and site alteration permits.

INTER-DEPARTMENTAL COMMENTS:

Information Report, PD-04-2026 was presented to the Growth and Sustainability Committee, no additional agency comments have been received.

CONCLUSION:

Based on the above analysis, Administration support the application as it maintains and preserves agricultural lands through the swapping of zoning within the subject property and does not further impact surrounding agricultural lands.

Furthermore, the requirements of the Planning Act and conformance to the PPS and the Township's and Regional Official Plan, the proposed zoning amendment, as amended by Administration has demonstrated that the proposed amendments will bring the property into compliance to capture the expansion of the salvage yard use along with an area dedicated to the storage, processing and resale of rock, shale and aggregate materials for limited non-agricultural use on the lands. Therefore, it is recommended that the proposed Zoning By-law Amendment be enacted and passed by Council.

ATTACHMENTS:

Schedule A – Zoning By-law and Schedule

Prepared & Submitted by:	**Approved by:**
Susan Smyth **Manager, Community Planning and Design**	**Gerrit Boerema** **Director, Growth and Sustainability** **Truper McBride** **CAO**

SCHEDULE A - PD-06-2026

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
BY-LAW NO. 2026-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, as amended;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN HEREBY ENACTS AS FOLLOWS:

1. THAT, Schedule ‘A’ Map ‘E5’ to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Concession 3; Part Lot 2, West Lincoln, municipally known as 6910 Regional Road 65/Silver Street/Bismark Road, shown on Schedule ‘A’, attached hereto and forming part of this By-law.

2. THAT, Map ‘E5’ to Schedule ‘A’ to Zoning By-law No. 2017- 70, as amended, is amended by changing the zoning as shown on Schedule ‘A’, attached hereto and forming part of this By-law from and Agricultural ‘A’ Zone to site-specific Agricultural ‘A-5(H-16)’ Zone, and from and ‘A-5’ Zone to and ‘A’ Zone.

3. THAT, Part 13.1 Holding Provisions and Table 28 of the Zoning By-law 2017-70, as amended, is hereby amended by adding the following:

Holding Provision #	Map #	Parent Zone(s) Permitted Uses Subject to Holding Provisions	Holding Provisions
H-16	E-5	All permitted uses of the parent zone.	Holding (H) Provision is applied until such time as the Restoration Plan and Site Plan are completed and approved to the satisfaction of the Township.

4. THAT, Part 13.2 Special Provisions and Table 29 of the Zoning By-law 2017-70, as amended, is hereby amended by adding the following:

Site-Specific Provision #	Map #	Parent Zone(s)	Permitted Uses	Regulations
5	E5	A	As per the parent zone, plus salvage yard and the processing, storage and sale of aggregates	6910 Regional Road 20 As per the parent zone, and in addition any necessary approvals from the Ministry of Environment, Conservation and Parks, and Site Alteration Permits for importation, processing and resale of aggregate material.

5. THAT, all other provisions of By-law 2017-70, as amended, continue to apply.

6. 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 ___
DAY OF _____, 2026.

_____
MAYOR CHERYL GANANN

_____
JUSTIN PAYLOVE
MANAGER, LEGISLATIVE SERVICES/CLERK

EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2026-XX

Location:
The subject lands are located on the south side of Regional Road 65/Silver Street/Bismark Road east of Caistor Gainsborough Townline Road.

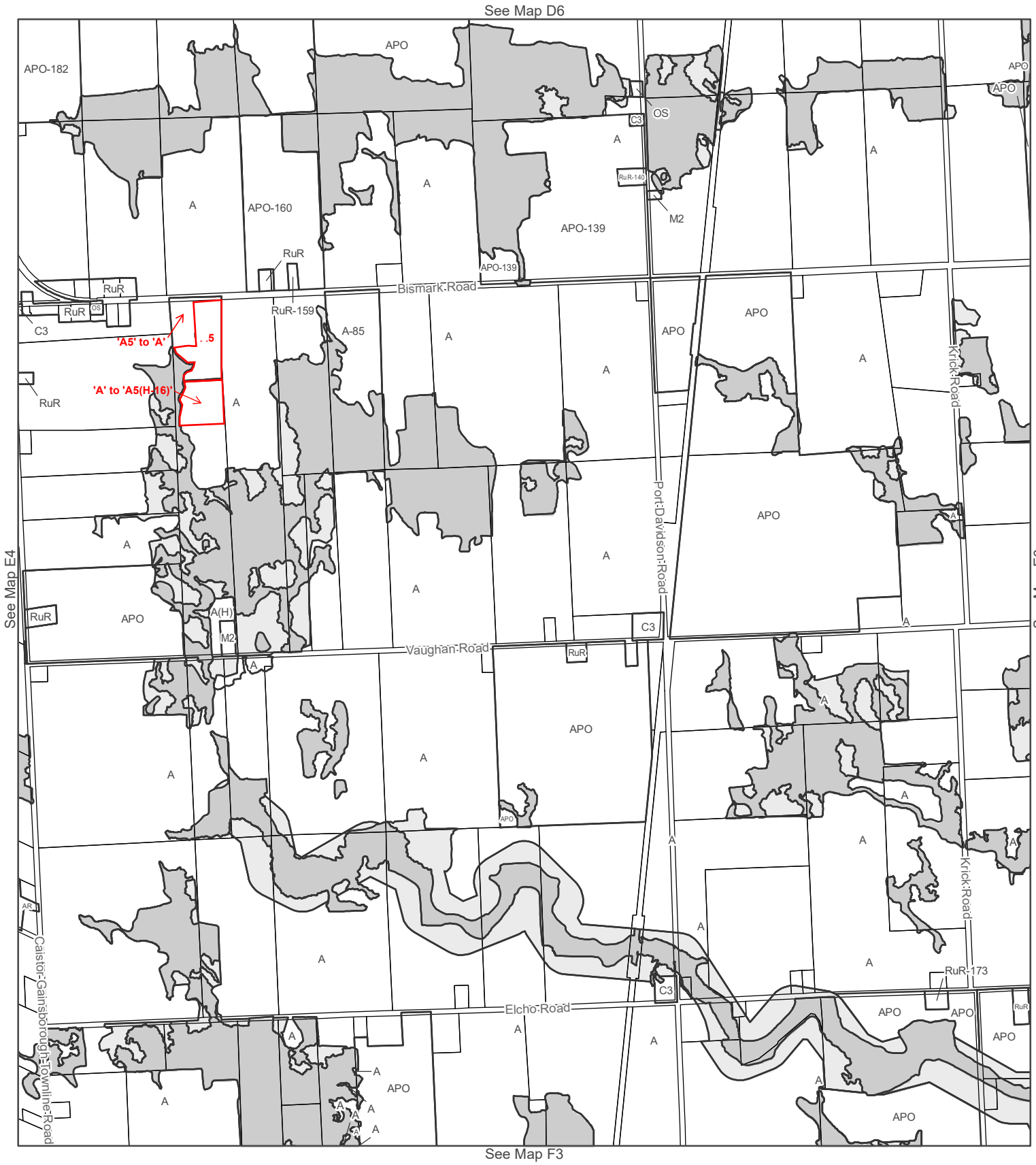
Subject lands are legally described as Concession 3, Part Lot 2.

Purpose & Effect:
The application is to rezone the subject lands as A-5(H-16) to permit the salvage yard, storage, processing and resale of rock, shale and aggregate materials.

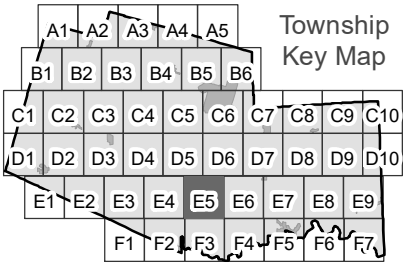
To amend the zoning schedule from and Agricultural ‘A’ Zone to site-specific Agricultural ‘A-5(H-16)’ Zone, and from and ‘A-5’ Zone to and ‘A’ Zone and re-establish the boundaries for the Environmental Protection (EP) and Environmental Conservation (EC) Zones.

Public Consultation:
The Public Meeting was held on January 12, 2026. All written and oral comments have been considered in the making of the decision by Council. Agency comments regarding this application have been included in the amending By-law.

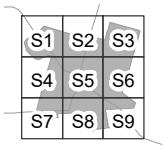
ZBA File: 1601-013-25 (6910 Silver Street)



Township Key Map



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

1:20,000
0 500 m
N

Map **E5**

Last Updated: July 2019

West Lincoln
Your Future Naturally

REPORT

GROWTH AND SUSTAINABILITY COMMITTEE

DATE: March 2, 2026

REPORT NO: PD-08-2026

SUBJECT: **Recommendation Report**
Recreation and Parks Master Plan Adoption

CONTACT: Gerrit Boerema, Director, Growth and Sustainability
Cynthia Summers, Director, Community and Protective Services

OVERVIEW:

- The Township has retained McQueen Galloway and Associates (MGA) to create a new Recreation and Parks Plan to guide the Township over the next 20 to 25 years.
- In September of 2025, the draft Recreation and Parks Plan was presented to Committee, as well as an Information Report.
- Following input received from Committee, and following an additional public consultation on the proposed plan, a final Recreation and Parks Plan has been prepared and is now being presented for Committee and Council adoption.
- The plan presents a number of short, medium and long term recommendations that if adopted, would be integrated into future planning projects and budgets.

RECOMMENDATION:

1. That Recommendation Report titled “Recreation and Parks Master Plan Adoption” dated March 2nd, 2026 be received; and,
2. That the Recreation and Parks Master Plan, as found in Schedule A, be adopted.

ALIGNMENT TO STRATEGIC PLAN:
Theme #

- **Build a Safe, Connected, Caring and Active Community**

BACKGROUND:

In the 2023-2026 Township Strategic Plan, under the theme “Building a Safe, Connected, Caring and Active Community”, a key strategy that Council has directed is to “Develop and begin to implement a Parks and Recreation facilities master plan”. Funds for this project

were included in the 2024 and 2025 budgets and in late 2024 the Township retained MGA Consultants to undertake public engagement and complete a new Recreation and Parks Master Plan. GSP Group, subconsultants of MGA were also involved in the project.

Following a number of public engagement activities, and the preparation of a situational/background report, MGA had prepared a draft master plan, which was presented at the September Community and Protective Services Committee.

Following input received by members of Council, an additional public engagement on the draft plan was held in September of 2025. Final edits to the plan have been made and the plan is now in final form and is being presented to Committee and Council for adoption.

CURRENT SITUATION:

The proposed Recreation and Parks Master Plan consists of 54 recommendations starting on Page 91 of the Plan. Some key recommendations include:

- Annual budget reporting on parks and recreation related activities to assess fees
- Develop a financial strategy for community halls and revisit hall board structure
- Establish a future ice needs strategy and revisit ice allocation policy
- Undertake a study to determine the feasibility of a second ice pad
- Conduct indoor pool and also indoor turf feasibility studies and assess financial impacts
- Actively seek partnerships with third party groups and service clubs to lead the delivery of community events
- Update the Township's Official Plan Park Classification system and review and further plan for Neighbourhood and Community Parks, including Leisureplex.
- Prepare and adopt a Parkland Dedication Bylaw as well as update the cash-in-lieu of parkland dedication bylaw
- Revisit funding of parkland acquisition through the use of cash-in-lieu reserves
- Capital Plan investments for outdoor recreation
- Adopt and refine Park site Planning and development procedures
- Develop a concept plan for an off-leash dog park location within the north field of the West Lincoln Community Centre Park, or identify an alternative location.

Administration and Council has already begun implementing some of the recommendations of the proposed plan including funding for a full time events planner/grant writer, reviewing and adjusting parks and recreation user fees, and funding for new Parks and Trail engineering standards in the 2026 budget under the Municipal Engineering Standards project.

If adopted by Council, potential capital costs for new park and recreation projects will also be reviewed this year in the Development Charges Study Update project and the preparation of the 2027 budget and 10 year capital forecast.

FINANCIAL IMPLICATIONS:

This project was awarded to MGA Consultants for a value of $104,485.00 not including

HST. The recommendations made within the proposed plan also have impacts on future budgets, both in terms of revenue generation through the collection of fees and cash-in-lieu of parkland dedication, and expenditures in new and improved recreational facilities, parks and programming.

If adopted by Council, potential capital costs for new park and recreation projects that are proposed as a result of future growth will also be reviewed further through the Development Charges Study Update project. Further review of the financing requirements and available funding sources for new projects will take place through preparation of the 2027 budget and 10 year capital plan.

PUBLIC COMMENTS:

There have been multiple open houses, public engagements and meetings held throughout this project. At the beginning of the project extensive interviews were held with key staff members, members of Council, and different user groups and schools. Following the public meeting held in September, an additional public engagement session was held at the Community Centre to get feedback on the draft master plan. A number of changes were made as a result, which are now included in the final proposed Master Plan.

INTER-DEPARTMENTAL COMMENTS:

This project has been lead by Community and Protective Services and Growth and Sustainability. Other departments have also had opportunity to review the proposed document.

CONCLUSION:
Administration together with MGA consultants have worked on the new Parks and Recreation Plan for the past year. Following the public meeting held in September a few minor changes have been made and now Administration is in a position to recommend adoption of the new plan.

If adopted, implementation of the plan would begin through updating the 10 year capital forecast and revisions to the Development Charges Bylaw.

ATTACHMENTS:
1. Proposed Parks and Recreation Plan

Prepared & Submitted by:	**Approved by:**
Gerrit Boerema	**Truper McBride**
Director, Growth and Sustainability	**CAO**

TOWNSHIP of WEST LINCOLN
Parks and Recreation Plan

MARCH 2026

MCQUEEN GALLOWAY ASSOCIATES

GSP group
SHAPING GREAT COMMUNITIES

TABLE OF CONTENTS

INTRODUCTION 1
- Benefits of a Long-Term Parks and Recreation Plan 2
- Building the Parks and Recreation Plan 4

GROWTH PROFILE 6

COMMUNITY PROFILE 7

NATIONAL AND PROVINCIAL POLICY ALIGNMENT 8
- Operating Budget 9
- Capital Budget 11

SERVICE DELIVERY MODELS 13
- 1. Direct Delivery Model 14
- 2. Partnership Model 15
- 3. Service Provider Model 16
- 4. Leased Space Model 17
- 5. Hybrid Service Delivery Model 19

PROGRAMS AND FACILITIES 20
- **Programs** 21
- **Facilities** 22
  - West Lincoln Community centre 22
  - Community Halls 31
  - Libraries 34
  - Indoor Pool 36
  - Indoor Turf Facility 37

EVENTS 39

TABLE OF CONTENTS

PARKS AND OUTDOOR RECREATION FACILITIES 41

Overall Parks Strategy and Guiding Principles 41

Classification & Standards 44

Parkland Classification System 44

Parkland Acquisition Standards 56

Outdoor Recreation Facilities Standards 60

Park Design Standards and Guidelines 74

Park Design Guidelines 76

Site Planning for Parks 82

Off-Leash Dog Park 85

WHAT WE'VE HEARD 89

IMPLEMENTATION PLAN 90

The Parks and Recreation Plan (Plan) for the Township of West Lincoln was commissioned in anticipation of the community's significant anticipated growth—based on the latest census, the current population of over 16,370[1] to an estimated 38,370[2] by 2051. This comprehensive plan will provide a 25-year vision, including new parks and facilities and service forecasts.

Recognizing the community's strong passion for parks, trails, sports, recreation and events, the Plan will guide the development, enhancement, and delivery of indoor and outdoor facilities, programs, and services. It will serve as a strategic and actionable roadmap that reflects the Township's priorities, aligns with the current Strategic Plan, and addresses the evolving and diverse needs of residents, user groups, and visitors.

The Plan acknowledges that growth municipalities function in a complex and dynamic environment with ever changing legislative and financial pressures and increasing and diverse service demands from new residents. As a result, Township staff will need to continuously monitor their changing environment and remain flexible in addressing future community needs.

Led by the consulting firm **MGA – McQueen Galloway Associates**, and **GSP Group** we wish to recognize the support of the Mayor, Members of Council, Staff, Community Organizations, Service Clubs, and residents for their valued insight and contribution to this Plan.

1. Census of Population 2021
2. Township's Official Plan Amendments No.62.69 April 5, 2023.

BENEFITS OF A LONG-TERM PARKS AND RECREATION PLAN

A Parks and Recreation Plan is an investment in the people, facilities, environment, and future of West Lincoln. It is a strategic tool that ensures services are responsive, inclusive, and sustainable positioning the Township as a vibrant, healthy, and connected community for years to come.

1. SUPPORTS HEALTH AND WELL-BEING

- Encourages physical activity, mental wellness, and healthy lifestyles.
- Reduces risk of chronic illness and promotes stress relief and relaxation.
- Recognizes that parks and recreation connect people, fostering a healthier, more active, and engaged community.

2. REFLECTS COMMUNITY NEEDS

- Informed by qualitative and quantitative data, including historical trends.
- Engages residents, user groups, and service providers through consultation.
- Assesses current and future recreation needs across all ages and demographics.

3. GUIDES STRATEGIC DECISION-MAKING

- Aligns with the Township's corporate strategic priorities and other municipal plans.
- "Outlines a clear and detailed 10-year roadmap with phased implementation (<2 years, short-, medium-, and long-term), along with projections for future initiatives and considerations extending over the next 25 years. Includes recommendations at each phase to guide decision-making and prioritization, as well as provisions for ongoing updates and refinements to ensure adaptability to emerging needs and trends."
- Identifies roles, responsibilities, and required resources for implementation.

4. INFORMS BUDGET AND RESOURCE ALLOCATION

- Assists with setting priorities for capital and operating budgets.
- Ensures efficient and impactful use of financial and staff resources.
- Helps evaluate return on investment for recreation infrastructure and programming.

5. IMPROVES SERVICE DELIVERY AND EFFICIENCY

- Identifies service gaps and underutilized facilities.
- Recommends strategies to optimize operations and improve user experience.
- Tracks current participation trends to align programs with community interest and changing interests.

6. STRENGTHENS COMMUNITY CONNECTIONS

- Builds inclusive spaces that foster social interaction and community pride.
- Supports events, programs, and facilities that encourage connection across all age groups.
- Enhances overall quality of life and promotes a sense of belonging.

7. ENHANCES ENVIRONMENTAL STEWARDSHIP

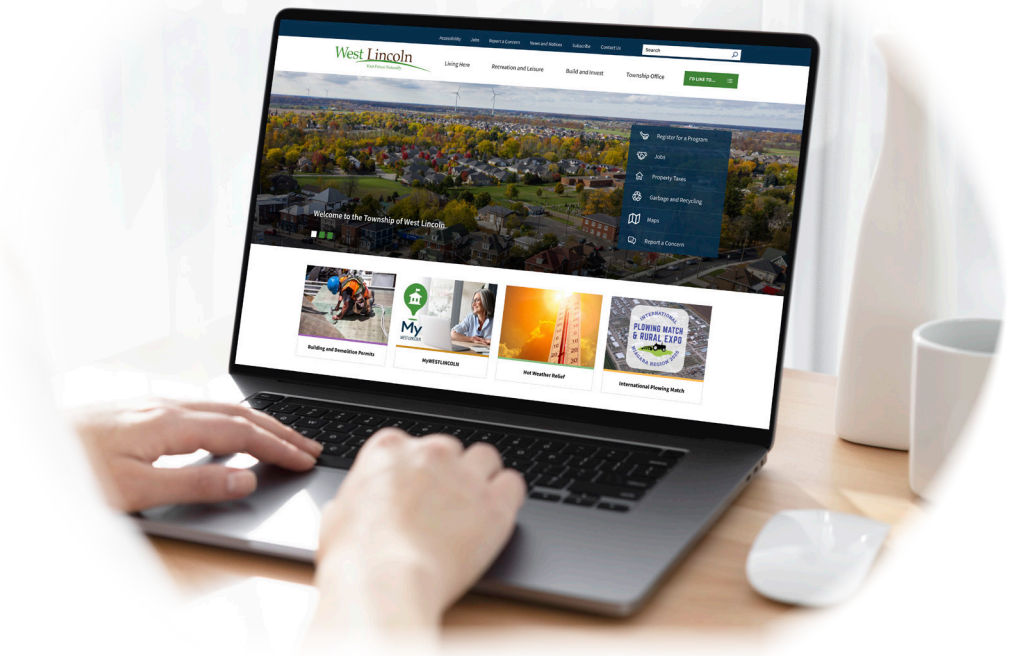
- Protect and encourage resident participation in environmental education and conservation.
- Integrates sustainable practices into parks planning and maintenance.

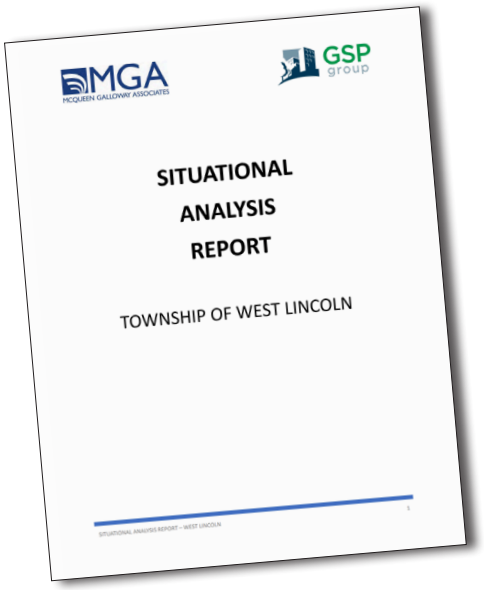
8. BOOSTS LOCAL ECONOMY

- Increases property values and makes neighbourhoods more attractive.
- Attracts visitors and supports local businesses through tourism and events.
- Creates jobs in maintenance, programming, culture, and recreation sectors.

BUILDING THE PARKS AND RECREATION PLAN

The development of this Plan involved three distinct Phases. The first Phase was comprised of background research to understand the Township's historical approach to the development of its parks and recreation services up to and including its current state. This Phase culminated in the development of a Parks and Recreation – Situational Analysis Report. This fulsome report should be viewed as a companion document to this Plan, and can be referenced on the Township's website.

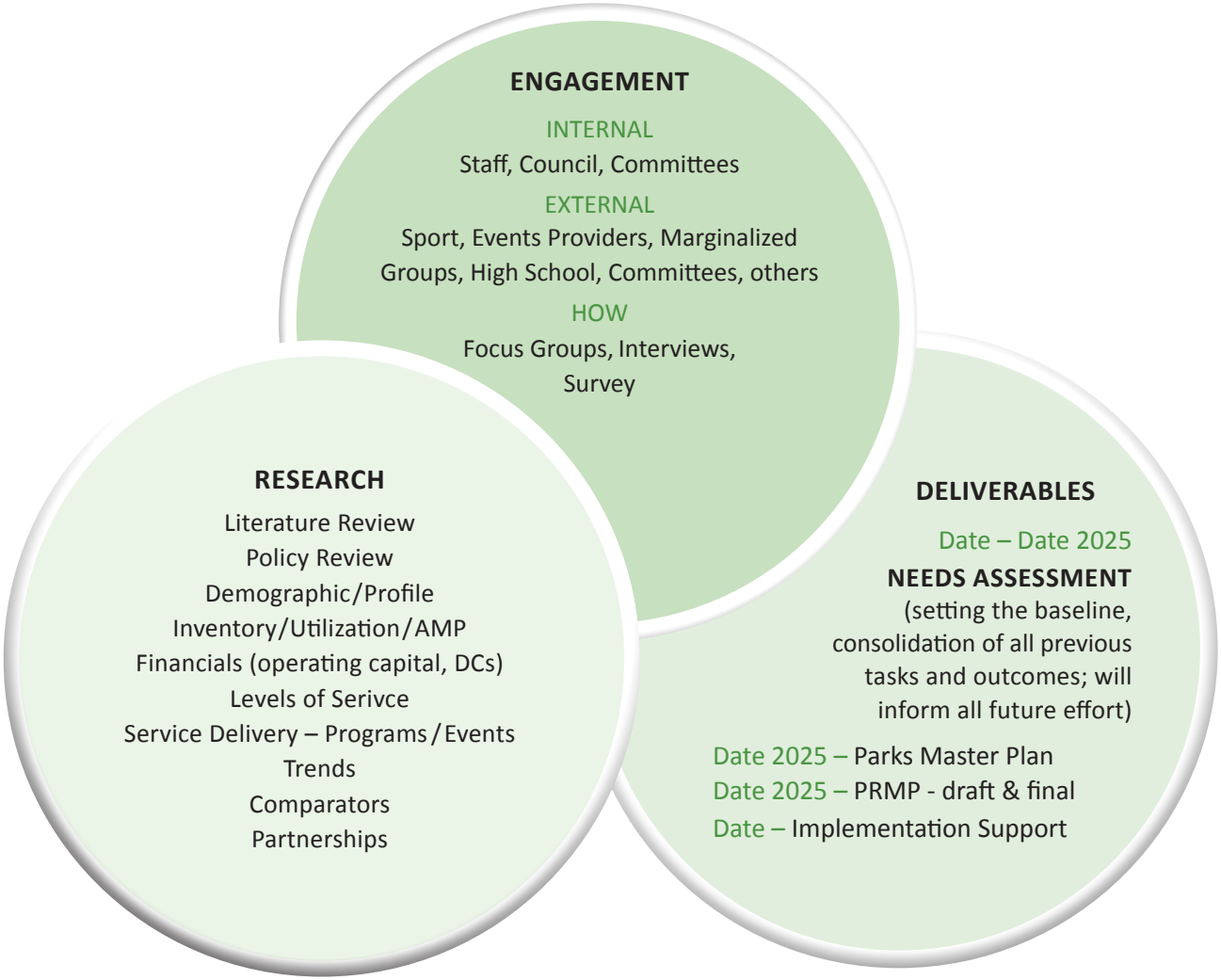




SITUATIONAL ANALYSIS CONTENT

- Introduction
- Growth Profile
- Demographic Profile
- Corporate Policy Alignment
- National & Provincial Policy
- Trends
- Best Practices
- Parks Inventory
- Parks Conditions Analysis
- Facility Inventory
- Facility Conditions Analysis
- Operating Budget Analysis
- Capital Budget Analysis
- Rates and Fees Comparisons
- Program Review
- Events Review
- Community Engagement Results
- Community Survey Results

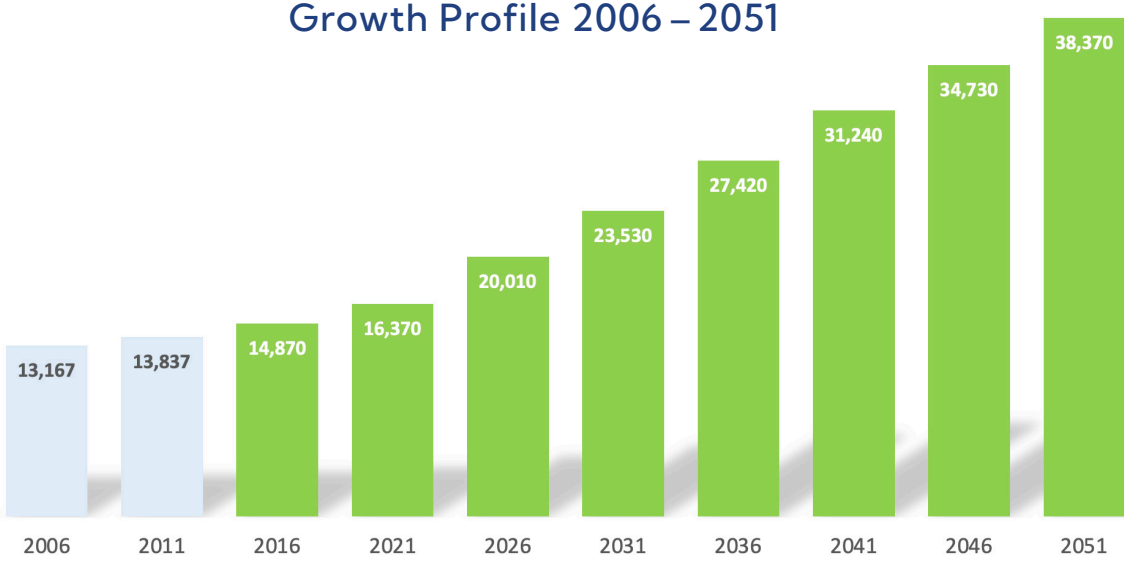
The second Phase included a robust community engagement strategy.



The Township of West Lincoln is expected to experience consistent growth over the next 25 years. On average the Township is projected to grow by 733 residents annually between 2021 and 2051. This annual growth is greater than that the Township has experienced over any 5-year period since 2006.

Additionally, the adjacent municipalities of Grimsby and Lincoln are also anticipating significant growth. Considering the Township's ice and field sports organizations who are organized in regional associations, it will be important for Township staff to continuously monitor growth within and outside of the Township.

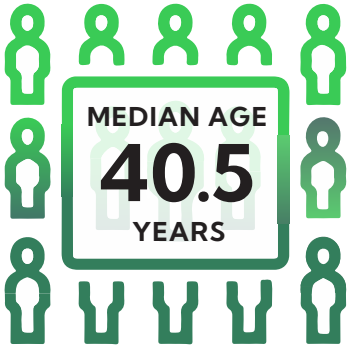
Growth Profile 2006 – 2051



2006 – 2011 – Census Data
2016 – 2051 – Township's Official Plan Amendments No.62.69 April 5, 2023.

RECOMMENDATION

Monitor actual growth within the Township and the Region and anticipate impact on sport, recreation, and cultural activities and events on a continual basis.



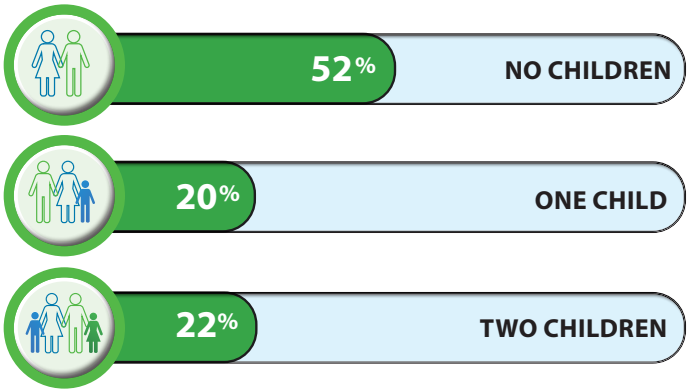
WEST LINCOLN TOTAL POPULATION: 15,454

MEDIAN AGE

40.5 Years which is 5.3 Years above the provincial median age.

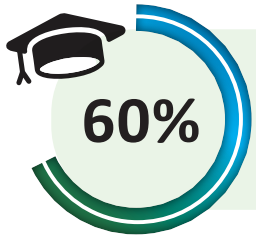
HOUSEHOLD COMPOSITION

52% of households have no children.
While 42% of households have 1-2 children.



INCOME

The 2-person household income is slightly below the provincial average.



Percentage of residents with a post-secondary education.

RECOMMENDATION

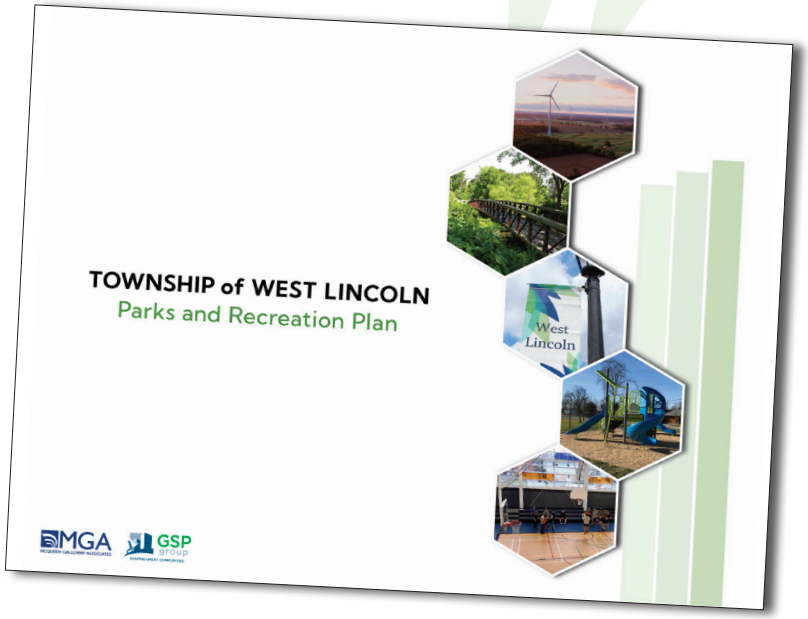
Monitor community demographics after each 5-year Census period to assess any change in direction/ priorities/cultural shifts associated with parks and recreation services.

LANGUAGE MOST SPOKEN AT HOME

Footnote: 2021 Census.

Township staff will be well served by referencing key policy frameworks related to parks and recreation service delivery as they offer sector resources and guidelines for staff to align service delivery.

- Framework for Recreation in Canada: Pathways to Wellbeing 2024
- Canadian Sport Policy 2012
- A Common Vision for increasing physical activity and reducing sedentary living in Canada: Let's Get Moving
- Affordable Access to Recreation for Ontarians Policy Framework
- Parks for All
- Child Care and Early Years Act (CCEYA)
- AODA: Design of Public Spaces
- Ontario Planning Act, R.S.O. 1990, c. P.13



RECOMMENDATION

Continue to reference key sector policy frameworks to ensure the Township maintains alignment with best practices in the delivery of Parks and Recreation services.

The Township utilizes a unique approach to reporting its annual operating budgets. This was discovered in the Situational Analysis Report. More specifically, the Township presents its annual operating budget as a comparison to the previous years budget only. Absent from this presentation is the previous years actuals. Typically, municipalities present the previous years budget along with the previous years actuals to better understand budget performance.

OPERATING BUDGET

RECOMMENDATION

That the Township include year-end actuals for parks and recreation services as part of its future operating budget reporting for transparency and budget performance assessments.

The existing cost centre reporting structure for facilities consolidates all revenues into "User Fees". This makes it difficult for analysing revenue changes from various sources such as ice revenues, floor revenues, gymnasium rentals, program fees, room rentals, vending and concessions.

RECOMMENDATION

That the Township expand its revenue cost centre reporting to include distinct line items for (i) ice revenues, (ii) floor revenues, (iii) Gymnasium Rentals/fees, (iv) room rentals, (iv) concessions.

The results of the rates and fees review among comparator municipalities revealed that in many areas the Township fees were lower than its comparator municipalities. Some of the more notable areas included gymnasium rentals, summer camps, non-prime-time ice rentals for minor sports, halls and auditorium rentals, drop-in gym fees, tournament day rates for playfields. Many of these rates can result in significant yields in additional annual revenues and should be adjusted accordingly.

RECOMMENDATION

That the Township increase its user fees in areas identified in the Situational Analysis Report to be more in line with comparator municipalities.

RECOMMENDATION

That the Township conduct rates and fee reviews on an on-going basis (every 2 years) to ensure remains aligned with neighbouring municipalities.

CAPTIAL BUDGET

The recent construction of the Community Centre and Library in Smithville resulted in a significant change in the Township's overall facility conditions assessment. Like most municipalities, the Township has capital repair and replacement requirements beyond its annual capital budget capacity.

Most residents support the notion of investing in existing infrastructural renewal over building new facilities, which makes good economic sense in most cases. We note that the three community halls will play an increasing role in the provision of future recreation and cultural programming. This is discussed in detail in the "Facilities" section of this Plan.

The most recent building audits for the community halls identified building renewal and replacement needs in the amount of over $1.4 million in today's dollars as detailed in the chart below.

CULTURE AND RECREATION FACILITIES

- 73% of Culture and Recreation Facilities in West Lincoln are found to be in "very good" condition; 20% of facilities are in "fair" condition, and 5% are in "poor" condition.

FACILITY	SHORT-TERM NEEDS 2020 - 2025	LONGER TERM NEEDS 2026 - 2040
Caistor Community Centre	$263,000	$252,000
Silverdale Community Centre	$124,400	$206,725
Wellandport Community Centre	$373,500	$250,000

RECOMMENDATION

That the Treasurer develop a financial strategy to fund the necessary future repairs to the community halls in order that they be maintained in good operating condition and modernize to facilitate growing community use.

With regard to parks and recreation services, the Township's Asset Management Plan identified that there is a shortfall $2.3 million of annual capital funding allocated to facilities, a shortfall of $52,000 of annual capital funding allocated to rolling stock, and a shortfall of $251,000 of annual capital funding allocated to parks. Apart from capital funding for parks, it is noted that the shortfall in facilities and rolling stock is corporate wide. The Township should continue to address these shortfalls to maintain current levels of service.

Given that the West Lincoln Community Centre is still relatively new and in very good condition, we support the Township's strategy in establishing an annual contribution to capital in the Community Centre operating budget. This strategy should be maintained monitored over time to ensure that annual contributions are sufficient to maintain the facility in good working order. Larger capital requirements will likely commence beyond the ten-year point.

RECOMMENDATION

Continue the annual contributions to capital in the Community Centre operating budget, and monitor annually to assess its capacity to address future major capital requirements based on facility conditions assessments.

COMMUNITY CENTRE FACILITY SIZE

FACILITY	SQUARE FEET
West Lincoln Community Centre	57,951
Caistor Centre Community Centre	4,592
Wellandport Community Centre	6,106
Silverdale Community Centre	1,653
TOTAL	70,302

The Township of West Lincoln has several viable options for delivering recreation programs and services to the community. These include the Direct Delivery, Partnership, Service Provider, and Leased Space models. Each approach offers unique benefits and risks and plays a strategic role in delivering high-quality, inclusive, and sustainable programming.

Increasingly, Ontario municipalities are adopting hybrid models that blend these strategies to maximize community impact, operational efficiency, and cost-effectiveness.

The purpose of this section is to offer a summary of these models for the Township's interest and future consideration as the community grows, service demands evolve, and capacity of community service providers increase.

1. DIRECT DELIVERY MODEL

In this model, the municipality—typically through its Recreation Department—directly operates programs and manages facilities, employing municipal staff to deliver services.

BENEFITS

- **Control:** Ensures alignment with Township priorities, values, and policies (e.g., HIGH FIVE standards).
- **Alignment:** With program design, staffing and customer service to goals of the community
- **Consistency:** Standardized staff training promotes quality, safety, and customer satisfaction.
- **Equity & Access:** Township can offer low-cost or subsidized programs to increase participation among vulnerable populations.
- **Data-Driven Planning:** Easier to track participation, collect feedback, and adjust services accordingly.
- **Responsive to Local Needs:** Programs can be modified quickly based on community feedback or emerging trends.
- Ability to build relationship with community organizations and volunteers

RISKS

- **Costs:** Expenses related to staffing, training, and facility operations can strain municipal budgets.
- **Staffing Challenges:** Difficulty recruiting and retaining qualified staff, especially for seasonal or specialized roles.
- **Operational Inflexibility:** Slower to innovate or adapt due to municipal processes and limited staff specialization.
- **Liability and Compliance:** The Township bears full responsibility for risk management, safety, and regulatory compliance.
- **Resource Misalignment:** Risk of underutilized programs or facilities if participation is low and adjustments are not made quickly.
- **Public Expectations:** High community expectations for low-cost, high-quality programs may be difficult to sustain.

EXAMPLES

- Township-run senior fitness classes
- Community-wide events or festivals
- Drop-in and registered youth programs
- Municipal summer day camps

2. PARTNERSHIP MODEL

This model involves co-delivery of programs and services through collaboration with schools, non-profits, health organizations, or agencies like the YMCA.

BENEFITS

- **Shared Resources:** Reduces costs through shared staff, space, and funding.
- **Enhanced Community Engagement:** Partners bring local knowledge, trust, and relevance to program design.
- **Specialized Expertise:** Access to professionals in mental health, sport development, cultural programming, etc.
- **Greater Reach:** More locations can be used, reducing transportation barriers.
- **Volunteer Capacity:** Partners often come with trained volunteers to support programming.

RISKS

- **Accountability:** Partners are accountable to their chain-of-command, and the municipality is second in line which can lead to political frustration on latent communications.
- **Reduced Control:** The Township may have less influence over program quality, staff training, inconsistent service delivery, or alignment with municipal goals and policies.
- **Communication:** Misaligned expectations, unclear roles, or lack of coordination can impact program success, often staff at programs do not have authorizations to make decisions.
- **Dependency:** If a partner withdraws, lack of staff or changes priorities, service gaps may occur.
- **Liability and Risk:** Unclear agreements may create confusion over responsibilities for safety, insurance, and compliance.
- **Equity:** Programs may prioritize the partner's target group (ie.seniors) over broader community access or needs.

EXAMPLES

- YMCA delivering after-school programs in a Township facility
- Minor sport organizations and service clubs offering programs
- Mental health organizations co-hosting wellness programs for youth

3. SERVICE PROVIDER MODEL

In this model, external providers (e.g., private instructors, sport groups, local businesses) run programs using municipal spaces under a permit, rental, or license agreement.

BENEFITS

- **Reduced Expenditures:** No staffing or program development needed by the Township.
- **Program Variety:** Providers can offer specialized or trend-based classes (e.g., coding, Zumba, meditation) without undergoing scrutiny by other providers.
- **Reduced Liability:** Providers manage their own operations, staffing, insurance, and marketing.
- **Revenue:** The Township earns rental income or commissions.
- **Flexible & Scalable:** Programs can be adapted based on demand and availability.

RISKS

- **Quality Control:** The Township has minimal oversight of program content, customer service, or instructor qualifications, prices.
- **Inconsistent Branding:** Programs may not reflect municipal values, priorities, or standards (e.g., inclusion, safety, HIGH FIVE).
- **Access & Equity:** Providers may set prices or target markets that exclude lower-income or marginalized residents without corresponding fee subsidy programs.
- **Reputation:** Poor provider performance can reflect negatively on the municipality, even when they are not directly responsible.
- **Administrative Oversight:** Requires staff time to manage permits, agreements, and ensure basic compliance (e.g., insurance, safety).

EXAMPLES

- A yoga instructor renting space for weekly classes
- A local soccer club running seasonal leagues
- A contractor offering STEM or dance workshops

4. LEASED SPACE MODEL

Under this approach, the Township leases a dedicated space to a major service provider—typically a YMCA—which operates independently and manages all program delivery and revenue. A local example is the YMCA at the Vale Health & Wellness Centre in Port Colborne.

BENEFITS

- **Professional Program Delivery:**
  - ◊ YMCA brings expertise in child/youth programs, wellness, and fitness.
  - ◊ Offloads staffing and operational duties from municipal departments.
- **Operational Efficiencies:**
  - ◊ Uses established systems for scheduling, safety, and member management.
  - ◊ Potential cost savings due to scale and experience.
- **Access to National Networks:**
  - ◊ Residents access proven YMCA programs and financial aid for low-income users.
- **Reduced Municipal Risk:**
  - ◊ Municipality avoids direct HR, union, or legal responsibilities.

RISKS

- **Cost Control:** The Township may contribute significant operating funds to sustain the model, with limited control over how those funds are allocated.
- **Limited Control Over Operations**
  - ◊ The Township loses input on program types, scheduling, and priorities.
  - ◊ Reduced hours or changes in program focus may conflict with community needs.
- **User Conflicts**
  - ◊ Local clubs or instructors may lose access or face competition.
  - ◊ Some programs (e.g., pickleball) may require a YMCA membership.
- **Long-Term Contractual Constraints:** Agreements can be difficult to alter or exit, even if needs or priorities change over time.
- **Equity Concerns**
  - ◊ Despite available subsidies, membership fees may deter participation from lower-income residents.
  - ◊ Residents may feel that public funds are supporting an external brand rather than enhancing local services.

(continued...)

4. LEASED SPACE MODEL *(CONTINUED)*

- **Brand Dilution**
  - ◊ Services may be identified with the YMCA rather than the Township.
  - ◊ The facility may no longer feel like a "Township asset" if the branding, programming, and customer experience are primarily controlled by an external organization. This could impact community pride and engagement.
- **Loss of Community Connection:** Programs may feel less tailored to the local population, reducing the sense of ownership and community identity that typically comes with municipally delivered services.
- **Reduced Flexibility to Respond to Trends:** The Township may have limited ability to introduce new or niche programs quickly if they must go through the third-party provider's internal processes.
- **Staffing and Volunteer Displacement:** Existing Township staff or community volunteers may see reduced roles or be displaced entirely, which can impact local employment and engagement.
- **Perceived Privatization of Public Space:** Residents may view the facility as "privatized" if access is controlled by an external membership-based organization, potentially reducing public trust or satisfaction.

POTENTIAL KEY FACILITY USERS (NOT LIMITED TO):

- YMCA or local childcare providers
- Youth sports leagues (e.g., soccer, basketball)
- Dance and gymnastics programs
- Service clubs and cultural groups
- Older adult fitness and social clubs
- Private instructors (e.g., martial arts, art programs, yoga)
- Public health and wellness partners
- Library or education outreach programs
- Volunteer-led community events and fundraisers

5. HYBRID SERVICE DELIVERY MODEL

As identified previously, many municipalities in Ontario are opting to use a hybrid approach to service delivery which incorporates any combinations or mix of the above noted models. By example the Town of Parry Sound is a contributing partner to a regional multi-use recreation facility that is to be operated by the YMCA and will continue to operate its Arena and Community Centre and waterfront programs directly, while its performing arts facility is operated by Town staff through a community advisory Board.

There is no specific set of circumstances that determine which model to employ and when. In most cases there is a series of variables that come into play that lead to an opportunity to explore a given model. One of the fundamental or foundational conditions to explore a different service model is the capacity of service providers to meet the municipality's current and growing needs. The Township of West Lincoln currently offers a combination of "direct" programs such as pickleball and summer camps, and "service provider" programming with ice user and playfield user groups renting facilities.

The Township has yet to take a pro-active role in promoting its interest in engaging potential service providers or partners to (i) offer services to meet community needs, and (ii) optimize the use of its new Community Centre and Community Halls. The ensuing program and facility section is premised on the Township exploring a more robust and proactive Hybrid Model.

RECOMMENDATION

That the Township explore a more robust Hybrid Service Delivery Model by proactively engaging community service providers and partnerships to address existing and growing community needs through optimizing current facility space at the Community Centre and Community Halls.

Municipalities play a central role in providing valuable recreation programs and facilities that both meet the needs of residents and enhance quality of life. The West Lincoln Parks and Recreation Department oversees the provision of parks, facilities, recreational opportunities, programs, and events.

Sport and Recreation programs and events are cornerstones for a vibrant and healthy community. Programs offer numerous benefits to participants, families and the community, including enhancing mental and physical wellbeing, combatting social isolation, and building civic engagement.

Notwithstanding the service delivery models discussed in the previous section, the focus of this section assumes that the Township will continue to provide a distinct leadership role in the provision of facilities, programs, and services in the immediate term. Given the long-term duration of this Plan, the Township should continue to assess different delivery models when opportunities benefit the Township, residents, and the service provider.

PROGRAMS

To address the diverse and growing demand for recreation opportunities in West Lincoln, the Township should develop a balanced program mix that includes both direct program delivery and partnerships with third-party providers (Expanded Hybrid Model). This dual approach will ensure core community needs—such as youth drop-ins, adult fitness, adaptive programming, and expanded use of facilities—are met even when municipal capacity is limited.

Presented in random order, residents had the following programming interest, resulting in short-term program recommendations:

- **Program options at Caistor and Wellandport Community Centres.**
- **Additional year-around programs.**
- **Increased drop-in gymnasium time for youth and teens** for various sports.
- **Increased use of the arena floor during the non-ice season** for ball hockey, roller hockey and dodgeball leagues, pickleball, and summer sport camps.
- **Promote inclusion** of program opportunities for people with disabilities.
- **Fitness classes for adults and older adults** including aerobics, dancercise, pilates, yoga, stretching and toning.
- **Adaptive programming** for people with disabilities.
- **Neighbourhood ice rinks.**
- **Programs or spaces for more passive recreation** such as art classes, knitting, cooking, and gardening.
- **RFP for third parties –** analysis of what they can do first

RECOMMENDATION

Conduct a program gap analysis to identify which priority programs the Township has the capacity to deliver directly and initiate a Request for Proposals (RFP) process to engage third-party providers for specialized or resource-intensive programs that fall outside municipal capacity. For example: volleyball, basketball, pickleball, etc.

FACILITIES

WEST LINCOLN COMMUNITY CENTRE

The West Lincoln Community Centre, which opened in phases between 2019 and 2020 amid a global pandemic, has quickly become a vibrant, modern hub for recreation and community activities. The facility remains in excellent condition and continues to be well-used and appreciated by the community.

FACILITY COMPONENTS:

- Public Library
- Indoor Walking Track
- NHL sized, Single Pad Arena (450 spectator seats)
- Gymnasium
- Three Multi-purpose Community Rooms

This Centre replaced an older arena on the fairgrounds and provides a strong sense of civic pride and satisfaction.

ICE USAGE AND TRENDS

The single-pad arena is heavily used between September and March, primarily by:

- West Niagara Minor Hockey Association (WNMHA)
- West Lincoln Skating Club
- Adult recreational leagues

In 2019, West Lincoln Minor Hockey, Grimsby Minor Hockey, and Lincoln Minor Hockey amalgamated into the West Niagara Minor Hockey Association (WNMHA), which now uses ice time across three municipalities:

- Grimsby (2 ice pads)
- Lincoln (1 ice pad)
- West Lincoln (1 ice pad)

Staff time is dedicated to gather and maintain statistics for the West Niagara Minor Hockey Association as well as participants from West Lincoln in the WHMHA. This practice should be maintained in order that the Township can monitor resident involvement in the WNMHA for the purpose of planning for future ice needs. Staff also maintains statistics for the West Lincoln Figure Skating Club.

The common standard for determining ice needs is based on “one ice pad for every 450 minor ice sport participants”. The chart below illustrates the total number of minor sport participants from West Lincoln as well as their respective growth (increasing or decreasing) over the past 3years.

PARTICIPANTS	2022-2023	2023-2024	2024-2025
West Lincoln Minor Hockey Players in WNMHA	278	288	291
West Lincoln Skating Club	151	156	141
TOTAL	**429**	**444**	**432**

Minor ice sport registration for West Lincoln residents has remained relatively stable in the past three years. The current uptake, however, is very close to full capacity of the current ice pad at 96% capacity utilization in 2024/25 for minor participants.

The population growth projections will inevitably lead to an increase in youth and a corresponding demand for ice sports which will go beyond 100% capacity utilization signalling the preliminary need for an additional ice pad. West Lincoln also maintains a significant demand for adult ice use which will continue to place demands on ice requirements.

REGIONAL ICE PROVISION - ADDITIONAL CONSIDERATION

As noted previously, minor hockey in West Lincoln is part of the West Niagara Minor Hockey Association. The league has access to 4 municipal ice pads to play from. This would translate to a regional (West Niagara) capacity of 1,800 minor ice participants. During the 2024/25 ice season the WNMHA assumed 72% of the available ice among the 4 regional ice pads. This does not include ice utilization for figure skating or other minor ice sports such as sledge hockey, speed skating or ringette.

PARTICIPANTS	2022-2023	2023-2024	2024-2025
West Lincoln Minor Hockey Players in WNMHA	1259	1239	1292

As a further point of reference, the West Lincoln Figure Skating Club currently uses 32% of the available ice in West Lincoln. If the figure skating clubs in Lincoln and Grimsby have a similar ice utilization rate as West Lincoln, this would mean that the regional ice provision is near capacity. In the same manner that West Lincoln is anticipating significant growth, both Grimsby and Lincoln are in a similar position.

Since the major ice user is structured as a regional minor hockey association, the Township of West Lincoln will need to coordinate its planning around future ice pad expansion, while balancing local demands on ice.

COMMUNITY ENGAGEMENT FINDINGS

ONLINE SURVEY:

- The ice pad was ranked in the top three recreation facilities used by residents.

TARGETED USER ENGAGEMENT:

- Ice users expressed strong satisfaction with the existing arena
- Key user interests:
  - ◊ Extended seasonal ice time (i.e. earlier installation in August and/or operation into April)
  - ◊ Interest in summer ice options for training and camps
  - ◊ Concerns about ice allocation policies, particularly around priority for youth-serving organizations

JUNIOR HOCKEY

There has been growing interest from community leaders, including members of Council, in exploring the potential benefits of attracting a Junior Hockey team to the community. This is seen as an opportunity to generate revenue, foster local pride, and provide a unifying spectator experience for residents.

This also represents a distinct challenge to the Township regarding the current ice provision scenario. Prime-time ice utilization is nearing capacity. The Township's draft Ice Allocation Policy rightly prioritizes youth-serving and not-for-profit organizations to ensure equitable access for grassroots development. Introducing a Junior Hockey team would place additional pressure on the prime-time ice schedule.

It is not recommended that the Township displaces existing prime-time ice for minor hockey, figure skating, or learn-to-skate programs. This would challenge staff to determine if there is prime-time ice available for a Junior Hockey program that may displace a current existing adult group which would create its own adverse consequences. Staff would need Council support in prioritizing Junior Hockey over an existing long-term user.

When a fifth ice pad is built within the West Niagara Region, there would likely be a more favourable opportunity to displace minor ice for Junior Hockey.

RECOMMENDATION

(i) That staff update Council on the existing allocation of prime-time utilization by minor hockey, figure skating, learn-to-skate, public skate, and other users, (ii) That staff provide options to accommodate prime-time ice for a Junior Hockey Team, and which non-minor users would be impacted or displaced for Council's consideration.

RECOMMENDATION

That the Township of West Lincoln establish a future ice needs strategy in cooperation with the Town of Grimsby and the Town of Lincoln to determine the order in which additional ice should be introduced to the West Niagara area.

In addition to the broader recommendation above regarding ice provision within the West Niagara Region, the following recommendations should be regarded in the short-term.

RECOMMENDATION

Explore installing ice in August and maintaining it into the spring to support camps, training programs, and longer seasons for adult and youth leagues.

RECOMMENDATION

Review and Revise the Ice Allocation Policy to ensure priority access for youth-serving, and not-for-profit organizations during prime hours.

RECOMMENDATION

Continue annual tracking of WNMHA and Skating Club participation, with a focus on adult league growth and West Lincoln's share of regional users.

RECOMMENDATION

Review its permitting and rental processes to ensure they align with staff capacity, service expectations, and cost recovery. This includes improving how new or non-standard rentals and events are communicated across departments, establishing a process to flag when additional staffing or logistics are required, and determining whether such uses fall within the current Rates & Fees By-law.

RECOMMENDATION

Undertake a feasibility and cost-benefit analysis to assess the potential for adding a second ice pad at the West Lincoln Community Centre to accommodate future growth.

GYMNASIUM

There are no specific standards for the provision of municipal gymnasiums. This is largely due to school boards providing community access to both elementary and secondary school gymnasiums. While West Lincoln no longer has access to the former secondary school. They benefit greatly from community minded Christian Schools.

The recent addition of a full-sized gymnasium at the West Lincoln Community Centre provides the Township with a strong foundation for indoor recreation, as few municipalities of comparable size offer such a facility. However, the gymnasium is currently underutilized. To maximize its potential, the Township should prioritize the development of targeted programming and actively pursue rental opportunities with community groups and service providers. Further recommendations related to this strategy are outlined in the Programs and Events section.

COMMUNITY ROOMS

Similar to the gymnasium, the community rooms at the West Lincoln Community Centre are currently underutilized. To realize the full potential of these spaces on a daily basis, the Township should expand its own programming and seek partnerships with external service providers to deliver regular activities, programs, and rentals.

FACILITY TYPE	CURRENT SUPPLY	SIZE	2024-2034	2034 - 2044	2044 - 2054
Ice Pad	1	NHL		✓	
Gymnasium	1	Full Gym (2 halves)	n/a	n/a	n/a
Walking Track	1	2 Lanes (arena perimeter)	n/a	n/a	n/a
Multi-Purpose Rooms	3	41' x 21' (each) Options to double or triple in room size.	n/a		

WALKING TRACK

The indoor walking track at the West Lincoln Community Centre is a highly valued and well-utilized facility. It sees consistent use throughout operating hours and, notably, was ranked as the most-used recreation facility by residents in the online survey. Its accessibility, year-round availability, and suitability for all ages make it an important asset for promoting physical activity in the community for all ages.

RECOMMENDATION

Introduce structured programs that appeal to individuals who enjoy social interaction and group activities. These could include:

- Social Walking Clubs with scheduled times and group leaders to foster community connections.
- Themed Walks such as "Wellness Walks," "Mom & Baby Walks," or "Senior Strolls" with added wellness tips or guest speakers in the community rooms.
- Seasonal Step Challenges to motivate residents and promote regular use of the track.
- Partnership Programs with health providers or local organizations to incorporate light fitness or health education components.

WHAT THE COMMUNITY IS SAYING ABOUT THE INDOOR RECREATION FACILITIES

Community engagement results indicate a strong level of satisfaction overall with indoor recreation facilities across all age groups. This was evident in stakeholder interviews and reinforced by survey responses, where residents consistently expressed positive views about the quality and satisfaction level, especially the 6–12 age cohorts and adults.

COMMON SPACES AT THE WEST LINCOLN COMMUNITY CENTRE

The West Lincoln Community Centre was intentionally designed with ample natural light and open, flexible spaces to create a welcoming atmosphere. These areas currently lack activity and interaction, particularly for families and youth waiting between programs. By activating or "animating" these common spaces with casual, self-directed activities, the Township can enhance the user experience, encourage lingering, and create a more vibrant social environment.

For example, the upper level could feature engaging and low-maintenance games like foosball, ping pong, jenga, or cornhole to foster a family-friendly atmosphere. The downstairs lobby could support quieter activities such as chess and checkers on café tables, cards, majong, or video games like Xbox, appealing to a broader range of ages and interests. This investment will encourage informal recreation, strengthen community connections, and make better use of underutilized space throughout the facility.

RECOMMENDATION

The Township should establish an annual budget to support the purchase and rotation of interactive games, furniture, and programming supplies that animate the common spaces at the West Lincoln Community Centre.

COMMUNITY HALLS

Much of the Township's ability to expand programs and services relies on access to existing tax supported facilities beyond the West Lincoln Community Centre. More specifically the Township needs to have a more proactive and strategic access to additional and available facility space. The following section will highlight necessary recommendations the Township must achieve first before they can meet current and future community demand in a more strategic manner.

Apart from an ice pad discussed previously, the Township has an adequate supply of facility space for the next 10 years and beyond. We note however that except for the Community Centre, **the remaining tax-supported facility space is not readily accessible for the Township to use.**

The three community halls (Silverdale, Wellandport, and Caistor) are operated by separate Hall Boards/Committees. The Hall Boards manage the halls for their own events and activities and rentals of the hall space from residents or groups. The Township is responsible for capital repairs and replacements, system operations, and utility cost not covered by rental revenues.

Beyond Hall Board use of the facilities, all three remain relatively under-utilized based on staff and resident observations. It would be prudent for the Township to use existing Township assets to meet the expanded needs for programming within the broader community of West Lincoln.

We support the Township's direction to proceed with a "sustainability audit" of the Hall Boards to determine the respective Boards' capacity and capability to maintain their historic roles. This audit will offer a more distinct analysis of the future of the Hall Boards. While the results of the "sustainability audit" will be tabled with Council in a future year, **we recommend that the Township needs to secure "block booking" times for general community programming at all three halls.**

It is recommended that the **Township assume a more proactive leadership role** in introducing new and varied programs whether they be operated directly or through a third-party service provider. In either case, **the Township would need to work more closely with the respective Hall Boards to establish seasonal or annual "block booking" of Hall spaces.**

A best practice that the Township could look to is a proactive community use of school model. This model has the school blocking off school time use of schools as a priority and then providing blocks of school time use (usually during weeknights and weekends) to the municipality to schedule programming and rentals to community groups. In this model the municipality serves as the central point of contact for the rental of all facility space whether it be in Township facilities of in schools. This model promotes a "one stop shop" for individuals, groups, or Township staff wanting to rent facility space, and it allows for the strategic scheduling of available facility space to optimize use of space.

It is recommended that the Township adopt a similar model with the respective Hall Boards so that these same benefits can be realized. A subsequent advantage to implementing this model is that there would be subsequent access to hall space during the day (normal school hours) whereby schools are not available to rent for programs.

We acknowledge that this model represents a change in scheduling practices for Hall Boards, however at a time of increasing financial pressures, and growing demand for program space, it just makes good economic sense.

RECOMMENDATION

That the Township of West Lincoln staff work proactively with the existing Hall Boards to develop a model of hall use that optimizes utilization by accommodating community programming, whilst maintaining the core use of the Hall for Hall Board events and activities.

COMMUNITY ENGAGEMENT

In the online survey, when respondents were asked which types of facilities they or their household members use for recreational activities, Caistor, Wellandport and Silverdale community centres ranked among the least utilized spaces.

HALL	CAPACITY
Caistor Community Centre	150
Wellandport Community Centre	184
Silverdale Community Centre	85

RECOMMENDATION

That the Township assume full responsibility and resources for booking all community halls under its ownership to ensure consistent scheduling, equitable access, and streamlined facility management.

The three smaller community centres in West Lincoln—Wellandport, Caistor, and Silverdale—provide suitable space for family reunions, small receptions, and private events. Notably, Wellandport is co-located with recently updated library branch offering additional community value. Despite this, the centres remain underutilized. Bookings are managed independently by volunteer clerks rather than through the Township's central system.

RECOMMENDATION

Pursue opportunities to maximize the use of underutilized community halls in West Lincoln through strategic partnerships, enhanced programming, and alternative uses while increasing these facilities awareness throughout West Lincoln.

- Issue a Request for Proposal (RFP) to identify potential partners interested in leasing or operating the facilities.
- Explore expanding successful programs—such as summer camps—by introducing niche offerings in arts, theatre, dance, music, and outdoor adventure, particularly utilizing the Caistor and Wellandport Community Centre and other underutilized spaces.
- Assess the potential for child care, Montessori, or faith-based preschool programs to operate out of the halls.
- Evaluate whether any of the community halls should be declared surplus and considered for sale.
- Improve promotion of the venues, consider integrating them into a centralized booking system, and explore options to support or enhance their condition and daily programming.

LIBRARIES

The Township of West Lincoln has the benefit of having three of the library branches operating adjacent to Township facilities. These include the library branch at the Community Centre and the library branch at the Wellandport Community Centre.

It is understood that the branch libraries are operated by the West Lincoln Public Library Board. There are several opportunities to expand general recreation and cultural programs and services through the library branches that should be continuously explored. Additionally, there is opportunity for the Township to use programming space in the library branches whether the library is open or not.

While the operating hours of the library branches are in some cases constrained through budget pressures, it does not preclude the use of this space for revenue generating programs that would recover the cost of having this space available for programming purposes. This model would also represent a change in current practice. While the library branches, for resource lending purposes are not permitted to charge a fee, there are no such fee restrictions for the use of library spaces for rental purposes. Staffing of the library branch for program rental purposes could be provided by either existing library staff or Township staff whose wages and benefits would be offset by program fees.

The residents of West Lincoln generally do not differentiate tax-supported community facilities whether they be halls, community centre, schools, libraries, parks, trails, or conservation areas. Throughout the engagement process, residents, community leaders, Council Members, and staff referenced that notion of libraries being under utilized. It is once again prudent for the Township to take a leadership role with the West Lincoln Public Library to work on solutions to make library branches spaces more available for recreation and cultural programming demands.

RECOMMENDATION

That the Township of West Lincoln engage the West Lincoln Public Library Board to optimize the current operating model to allow for community use of library branch space (beyond normal operating hours) on a full cost recovery basis to the library operation.

RECOMMENDATION

West Lincoln collaborate with the public library to deliver programs not currently offered by the Township—such as Home Alone courses, First Aid, and Babysitting training—to expand community access to essential skill-building opportunities.

RECOMMENDATION

What the Township work in collaboration with the Library to align operating hours with events and programs taking place at the West Lincoln Community Centre, enhancing convenience and access for participants and visitors.

INDOOR POOL

The current standard for the provision of an indoor pool for communities is one pool per 30,000 residents. Notwithstanding this provision standard there are communities with less than 10,000 residents with an indoor pool, and some communities over 30,000 residents do not.

There are numerous factors that can influence the provision of an indoor pool. These include proximity to neighbouring municipalities with indoor pools, opportunities for partnerships with private or non-profit providers, and the financial capacity of the community to support both the capital investment and ongoing operational costs.

In the case of West Lincoln, residents currently have access to indoor aquatic programming through the Niagara West YMCA in Grimsby, as well as facilities in St. Catharines and Hamilton. While indoor pools are valuable community assets, they require significant financial investment in capital construction and on-going annual operational funding.

There is an emerging trend among smaller municipalities to explore regional-based indoor facilities including such amenities as indoor pools, ice, and gymnasium space. On the one hand, this approach offers a more sustainable and cost-effective solution while providing access for residents across multiple communities. On the other hand, developing a regional facility strategy involves a complex level of trust, shared leadership, pro-rated capital and operating contributions, location analysis, and partnership agreement with shared risk and shared benefits.

RECOMMENDATION

West Lincoln should undertake a feasibility study to assess the community demand, capital and operating costs, and the potential impact on the municipal tax levy associated with developing an indoor pool. This study should include public engagement and consider long-term financial sustainability.

RECOMMENDATION

West Lincoln should initiate the formation of a regional indoor pool committee in collaboration with neighbouring municipalities to explore the potential for a jointly funded and operated regional indoor aquatic facility that would serve West Lincoln residents first.

INDOOR TURF FACILITY

Indoor turf facilities are increasingly in demand among field sport user groups, particularly as they seek opportunities for year-round training and competition. Sports such as soccer, flag football, ultimate frisbee, lacrosse, and cricket benefit significantly from indoor turf, allowing programs to operate regardless of weather conditions and extending their seasons.

West Lincoln is home to a very active and engaged minor and adult soccer organization, indicating strong local interest and potential use for such a facility. As the community continues to grow, there is also potential for cultural shifts that could further increase demand, particularly in sports like soccer and cricket, which are widely played in many newcomer communities.

RECOMMENDATION

West Lincoln include a feasibility study for an indoor turf facility within the Master Plan of the LeisurePlex. This study should assess community demand, potential partnerships, capital and operating costs, and the facility's role in meeting year-round recreation needs for field sports such as soccer, lacrosse, and cricket.

RECOMMENDATION

Township explore the development of an indoor turf facility from a regional perspective by establishing a committee with neighbouring municipalities. This committee would assess the potential for shared investment, usage, and long-term sustainability, ensuring the facility meets the needs of West Lincoln and the broader needs of the surrounding communities.

West Lincoln hosts a variety of special events throughout the year, including both municipally led events and community-organized events held on municipal property. These events bring residents and visitors together, fostering a strong sense of community and celebration.

From seasonal festivals to recreational activities and holiday events, West Lincoln offers many opportunities for people of all ages to engage, connect, and enjoy local traditions. The Municipality plays a key role in supporting and facilitating these events by providing venues, promotional support, resources, and logistical assistance to ensure their success.

WEST LINCOLN LED COMMUNITY EVENTS:

- Family Day
- Earth Day
- Movies in the Park
- Santa Claus Parade
- Easter Egg Hunt
- Music, Market and Park It
- Harvest Routes
- Canada Day (Leisureplex Township Park)

Although there is no formal events process or policy currently in the municipality, it is a consideration for future as the community grows, and events continue to grow on both municipal and private property. An application process that streamlines both internal and external processes will better serve the community, increase customer satisfaction, while ensuring compliance and proper permitting.

West Lincoln has benefited from a dedicated contract events staff member, which proved to be an effective model for delivering high-quality municipal led events. Reinstating a dedicated event staff member would enhance the Municipality's ability to facilitate and expand community events, ensuring their long-term success while allowing other staff to focus on their core responsibilities.

RECOMMENDATION

West Lincoln develop a formal volunteer management strategy to actively engage, monitor, support, and train volunteers across all recreation, events and community programs. This strategy should include clear roles and responsibilities, onboarding procedures, ongoing training opportunities, and recognition efforts to ensure volunteers feel valued and equipped to contribute effectively. Streamline facility booking and event application processes by integrating them into a single, unified application system with dedication event meetings prior and post event.

RECOMMENDATION

Township actively seek partnerships with third-party groups and service clubs to lead the delivery of community events, while providing administrative support to assist with logistics, promotion, and permitting.

RECOMMENDATION

Township allocate additional resources toward event management, specifically to support the processing of event applications and the promotion of events.

PARKS AND OUTDOOR RECREATION FACILITIES

OVERALL PARKS STRATEGY AND GUIDING PRINCIPLES

The overall strategy for the Township's parks builds upon the objectives and policies set out in the Township's Official Plan, best practices in parks planning and delivery, and input received from the community through the engagement process undertaken in support of this Plan and through other related previous plans and initiatives such as the Smithville Master Community Plan.

The strategy is summarized in a series of Guiding Principles and collectively these are intended to serve as an overall directional framework expressing the values of the community and the desired outcomes with which parks-related investments, initiatives, policies and decision-making should be aligned and evaluated.

PRINCIPLE 1. EQUITABLE ACCESS & CONNECTIVITY

Parks are well-distributed and designed to be easily accessible and well-connected to their service areas, by diverse transportation modes, offering a variety of recreational facilities and amenities ensuring that people of all ages, abilities, and backgrounds can reach and enjoy them. Trails, bike lanes, cycling routes, transit (where/when available), pedestrian pathways, linkages and other corridors and greenspaces link created a linked open space network. Where possible, parks are creatively integrated and connected or co-located with natural areas, schools and/or indoor recreation facilities, as well as other open space areas such as stormwater management facilities, infrastructure and utility corridors where public safety is protected.

PRINCIPLE 2. FLEXIBLE, ADAPTIVE AND DIVERSE RECREATION OPPORTUNITIES

Parks offer a balanced mix of park types and recreational facilities, from quiet green spaces and natural areas to active sports fields and event grounds. This diversity of facilities supports year-round, multi-generational use, supporting individual and collective community health and well-being, social gathering and engagement, and active living. Parks include both user-fee based facilities that support organized programs and free outdoor recreation spaces for spontaneous play, reflecting the varied cultural, social, and physical activity needs and interests of the community. Flexible, multi-use spaces enable parks to evolve with community needs over time.

PRINCIPLE 3.

SUSTAINABLE, RESILIENT AND ADAPTIVE DESIGN

Park design and management practices prioritize environmental sustainability by using native plants, low-impact development practices, renewable energy sources, and water-sensitive landscaping. Parks function as part of the green infrastructure system that enhances biodiversity, improves air and water quality, reduces the urban heat island effect, and contribute to establishing a linked natural heritage system. Parks support climate resilience and long-term adaptability through design that can withstand flooding, heat, and extreme weather, while also serving as emergency gathering spaces when needed.

PRINCIPLE 4.

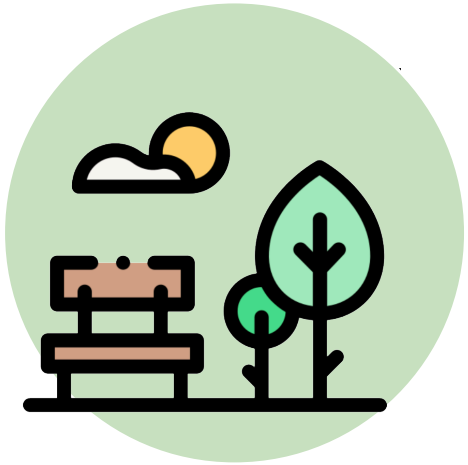
INTEGRATED PARK DESIGN AND OPERATIONS

Parks are well-resourced with the necessary operational capacity and equipment for ongoing maintenance and renewal to accommodate maximized community benefits and use through functional, flexible, safe and welcoming public spaces. Operational resources are increased as needed to keep up with the development of new parks and as recreation facilities are added. Effective and efficient park operations are achieved through integrating park maintenance needs as part of the park planning and design process and by facilitating and leveraging volunteer capacity, partnerships, community engagement initiatives and joint use and maintenance opportunities.

PRINCIPLE 5.

SENSE OF PLACE, COMMUNITY GREENING & BEAUTIFICATION

Parks incorporate community-led greening and beautification projects and showcase public art, local heritage / history, significant landforms and natural features (e.g., karst) and other interpretive and educational elements that build civic pride and foster a sense of place and community. While the design of parks is guided by applicable standards and targets, each park is unique and anchored into its landscape setting through integrating park concept plans with urban design, creating visual landmarks, community focal points and memorable places. Park signs and naming contribute to connecting parks with local identity.



PRINCIPLE 6.

MAXIMIZING USE OF AVAILABLE TOOLS, ALIGNING INVESTMENTS

New parkland is acquired and new parks are developed to maintain service levels for the increasing population primarily through the use of growth-related land acquisition and funding tools to ensure “growth pays for growth”. Partnerships, grants, fundraising, donations and events support expansion and renewal of parks and facilities to meet growing and changing recreational needs and capacity, reducing reliance on taxbased funding. Multi-municipal and regional partnerships and similar opportunities are fully explored for major parks and outdoor recreation facility investments where mutual benefits can be achieved to better serve the population.

PRINCIPLE 7.

ALIGNING INVESTMENTS IN PARKS WITH LOCAL NEEDS AND STRATEGIC PRIORITIES

The Township’s investments in park resources are focused on servicing Township residents as the primary users to encourage their participation in outdoor recreational activities and to promote healthy, active lifestyles. Within this broad overall mandate, a key priority is to support the specialized needs of targeted populations, such as those with disabilities, seniors, young children, teens, low-income households, and new Canadians. Additionally, where possible investments in parks will align with the Township’s other strategic initiatives, such as community beautification and greening, economic/tourism development, achieving a robust and linked Natural Heritage System and public open space network, climate change mitigation/adaptation, and active transportation.

COMMUNITY ENGAGEMENT

Overall, online survey respondents were satisfied with the quality of parks for all ages. The age cohorts that respondents felt parks were least satisfactory for were individuals with disabilities (22%) and teens (18%).

Connectivity to trail networks and Multi-use courts were both chosen by survey respondents as top priorities for parks (31% each). Survey results reveal a three-way tie for a third ‘top priority’ between Upkeep/Maintenance/Beautification, Outdoor Skating Rink and All Season Trails (28%).

CLASSIFICATION & STANDARDS

This section summarizes the recommended parkland classifications intended as an organizational framework to guide the effective planning of parks including a mix of park types and sizes offering a diverse range of facilities which are appropriately located and geographically distributed to optimally address the outdoor recreational needs of residents within defined service areas such as neighbourhoods, communities and Township-wide.

In addition, this section recommends municipal provision standards to guide planning for future outdoor recreation facilities based on population growth, participation and marketbased factors, and other indicators of facility needs.

PARKLAND CLASSIFICATION SYSTEM

As summarized in the Situational Analysis Report (SAR), the Township currently has two different classification systems for parks including three park categories which are described in the Official Plan and four categories set out in the 2010 Parks and Recreation Master Plan. The SAR concluded that these categories should be updated and refined to create a new, consolidated Parkland Classification System. The recommended parkland classifications are detailed in Table 1.

Table 1: Parkland Classification System

DESTINATION PARKS	
Destination Parks are larger multi-use, multi-facility and sport parks that are intended to serve Township-wide needs, often featuring both active play and passive recreational areas, and may be co-located with community centres and indoor recreation facilities or other similar venues.	
Primary Draw:	• Significant multi-use outdoor recreational venue • Large, space extensive and/or specialized unique features for formal and informal outdoor recreation, major events and large gatherings • Examples of key primary facilities: formal sports fields including multi-field/ multi-sport facilities, multi-use/sport courts and/or flexible space and related supports for events and gatherings (e.g. pavilion and/or bandshell, spectator seating, picnic area), skatepark or similar features, splashpad, playground(s), community garden(s), trails / pathways
Key Supporting Facilities:	• Parking • Washrooms • Bike racks • Benches/seating area(s)/picnic table(s) • Pavilion/shelter/shade (trees and/or structures) • Accessible pathways • Lighting • Waste receptacles
Access/Location:	• Walking/cycling/driving; Public transit route (if/when available or planned) • Along or near main road, street frontage • Connected to trail network • May be adjacent to / co-located with community centre, indoor recreation facilities or similar venues • May be adjacent to / integrated with natural areas

DESTINATION PARKS	
Service Area:	Township-wide with potential opportunities for regional/tourism draw associated with events, tournaments and/or programming
Optimal Size:	Typically large (5 ha+), varies based on functional space needs for events, tournaments and programming, area context, and the number and range of facilities offered
Inventory:	• 2 locations / 26.3 ha (1.4 ha / 1,000 population) • Leisureplex Township Park (20.2 ha); West Lincoln Community Centre Park (6.1 ha)
Provision Level Target:	1.4 ha / 1,000 population
Future Parkland Needs:	• 2025-2031 (population 25,530): +9.4 ha • 2032-2041 (population 31,240): +8.0 ha • 2042-2051 (population 38,370): +10.0 ha • Total New Destination Park Area (2025-2051): +27.4 ha
Options and Directions:	**OPTION 1: EXPAND LEISUREPLEX TOWNSHIP PARK** The Township-owned property where the Leisureplex Township Park is currently located has a total land area of 45.9 ha (including the existing park area of 20.2 ha) which is sufficient land area to fulfill most of the future parkland need via expansion of the existing Leisureplex. **OPTION 2: NEW DESTINATION PARK** As the Leisureplex property is located within the Smithville Urban Area and is partially designated for long-term servicing and development in the Smithville Master Community Plan, consideration should be given to the eventual re-imagining the existing park area as a Community Park and planning for a new multi-field / multi-sport Township-wide Destination Park outside of (but near to) Smithville. Proceeds from the development of the land north of the existing park area should be allocated to the acquisition and establishment of the new Destination Park. As one potential option for further review and study in the future, consideration should be given to a location adjacent to or near the West Niagara Agricultural Centre & Fairgrounds which is also across the road from Southward Community Park in Grimsby.

DESTINATION PARKS	
Options and Directions:	**OPTION 2: NEW DESTINATION PARK** *(continued)* Transportation access via multiple travel modes is a key consideration for this location or any alternative locations assessed in the future. Notably, this location is along Regional Road 73 which is identified as part of the Regional Cycling Network in the Region's Transportation Master Plan and Bikeways Master Plan. There are no fixed public transit routes within West Lincoln currently; however, Niagara Region Transit offers on-demand, shared Mictrotransit services. Planning for a new Destination Park in the future should ideally prioritize a location that is served by existing or planned public transit services in the area at that time, if possible.
Design Considerations:	• Sports fields should be oriented with consideration to sun/shade impacts, multi-field/ multi-use configuration, lighting, safety, land and operational efficiencies, tournament readiness, parking and ease of access • Mix of natural, manicured and hard-surface areas • Shade/rest areas • Visual landmarks/entrance features and signage • Support universal/barrier-free design and user safety • Sustainability features • Site layout, design and development should be based on individual park site plan and phasing plan
Programming and Use Considerations:	• Multi-use for a range of active and passive activities • May include fee-based/reserved facilities and nonprogrammed spaces that are free for public use • Sports tournament and event venue • Varied flexible spaces for events and community use • Year-round use opportunities where appropriate

COMMUNITY PARKS	
Community Parks provide a range of facilities that serve multiple neighbourhoods within Smithville or an entire hamlet area, or parks with specialized facilities that may draw users from beyond the local area.	
Primary Draw:	• Multi-use and/or specialized facilities and areas for formal and informal outdoor recreation, events and gathering • Examples of key primary facilities: formal sports fields, multi-use/sport courts and/or flexible space and related supports for small to medium-sized events and gatherings (e.g. pavilion and/or bandshell, spectator seating, picnic area), skatepark, splashpad, playground(s), community garden(s), trail(s)/pathway loop(s))
Key Supporting Facilities:	• Parking • Washrooms • Bike racks • Benches/seating area(s)/picnic table(s) • Pavilion/shelter/shade (trees and/or structures) • Accessible pathways • Lighting • Waste receptacles
Access/Location:	• Walking/cycling/driving • Along or near main road or collector road, street frontage • Connected to trail network • May be adjacent to/co-located with indoor recreation facilities/community hall/school(s) • May be adjacent to / integrated with natural areas
Service Area:	• Smithville: multiple neighbourhoods or entire community • Hamlets: entire hamlet and surrounding area
Optimal Size:	Minimum 2 ha for new Community Parks

COMMUNITY PARKS	
Inventory:	**Smithville:** • 2 locations / 4.6 ha (0.5 ha / 1,000 population in Smithville) • Hank MacDonald Park (0.4 ha) and Rock Street Park (4.2 ha) **Hamlets and Rural:** • 6 locations / 13.7 ha (1.5 ha / 1,000 population in rural area/hamlets; • Caistor Community Park (Abingdon Community Park) (3.7 ha); Caistorville Library Park (0.9 ha); Old Bridge Park (Wellandport) (0.1 ha); Silverdale Community Park (0.3 ha); Twenty Park (St. Ann's) (1.2 ha); Wellandport Community Park (7.6 ha)
Provision Level Target:	Smithville: 0.5 ha / 1,000 population
Future Parkland Needs:	• 2025-2031 (population 14,270): +2.5 ha • 2032-2041 (population 21,940): +3.9 ha • 2042-2051 (population 29,030): +3.5 ha • Total New Community Park Area (2025-2051): +9.9 ha
Options and Directions:	**OPTION 1: NEW COMMUNITY PARKS IN SMITHVILLE MCP** The Smithville Master Community Plan (MCP) designates three areas for future Community Facilities for a range of potential indoor and/or outdoor recreational facilities and/or other public and community uses. The Community Facilities designation in the north and south community areas is adjacent to a future Neighbourhood Park, providing an opportunity to potentially create a larger Community Park in these locations, co-located with future indoor recreation facilities and/or schools. **OPTION 2: RE-IMAGINING LEISUREPLEX TOWNSHIP PARK** The third area designated for Community Facilities is located in the west area within the Leisureplex property and is the largest of the three designated areas. Re-imagining the existing Leisureplex park as a Community Park over the long term presents an opportunity to meet the overall need for additional parkland in this category co-located with potential indoor recreational facilities, a school or other community facilities.

COMMUNITY PARKS	
Design Considerations:	• Sports fields should be oriented with consideration to sun/shade impacts, multi-field/ multi-use configuration, lighting, safety, efficiency, parking and ease of access • Mix of natural, manicured and hard-surface areas • Shade/rest areas • Support universal/barrier-free design and user safety • Sustainability features • Site layout, design and development should be based on individual park site plan and phasing plan
Programming and Use Considerations:	• Multi-use for a range of active and passive activities • May include fee-based/reserved facilities and nonprogrammed spaces that are free for public use • Year-round use opportunities where appropriate

NEIGHBOURHOOD PARKS	
Neighbourhood Parks provide a range of facilities that serve multiple neighbourhoods within Smithville or an entire hamlet area, or parks with specialized facilities that may draw users from beyond the local area.	
Primary Draw:	• Playgrounds and similar spontaneous play features and local scale amenities meeting basic outdoor recreation needs for the neighbourhood • Examples of key primary facilities: playground(s), multi-use court/basketball court, open/informal play areas or greenspace/commons area
Key Supporting Facilities:	• Bike racks • Benches/seating area(s)/picnic table(s) • Shelter/shade (trees and/or structures) • Accessible pathways • Waste receptacles

NEIGHBOURHOOD PARKS	
Access/Location:	• Walking/cycling • Along or near local road, street frontage • Connected to trail network • May be adjacent to or near school(s) • May be adjacent to / integrated with natural areas
Service Area:	• Smithville: local residential neighbourhood • 400-500m (5-10 minutes walking) preferred • 600-800m (15-20 minutes walking) maximum
Optimal Size:	Minimum 0.5 ha / up to 2 ha, for new Neighbourhood Parks
Inventory:	• 5 locations / 2.8 ha (0.3 ha / 1,000 population in Smithville) • Alma Acres Park (1.2 ha); Anastasio Park (0.7 ha); Dennis Drive Park (0.5 ha); Harvest Gate Park (0.2 ha); Streamside Park (0.2 ha)
Provision Level Target:	Smithville: 0.5 ha/1,000 population
Future Parkland Needs:	• 2025-2031 (population 14,270): +2.5 ha • 2032-2041 (population 21,940): +3.9 ha • 2042-2051 (population 29,030): +3.5 ha • Total New Neighbourhood Park Area (2025-2051): +9.9 ha
Options and Directions:	**OPTION 1: PLANNED NEW NEIGHBOURHOOD PARKS** Several new Neighbourhood Park locations are planned in new development areas of Smithville including three park blocks within draft plans of subdivision in the NW Quadrant Secondary Plan totalling approximately 1.9 hectares of parkland (plus related blocks for trails totalling approximately 0.5 hectare), and in the East Smithville Secondary Plan which designates a conceptual location for a future Neighbourhood Park of approximately 0.7 hectare in size. Additionally, a total eight conceptual locations for Neighbourhood Parks are designated in the Smithville MCP which would provide approximately 8 to 10 hectares of parkland.

NEIGHBOURHOOD PARKS	
Options and Directions:	**OPTION 1: PLANNED NEW NEIGHBOURHOOD PARKS** *(continued)* Acquisition of these planned parklands through mandatory dedication requirements as a requirement of development of the land for residential and other land uses will fulfill the calculated land need for future Neighbourhood Parks based on the forecast population growth in Smithville to 2051. **OPTION 2: INTEGRATION WITH COMMUNITY PARKS, SCHOOLS AND STORMWATER MANAGEMENT FACILITIES** If some of the land designated for future Neighbourhod Parks in the Smithville MCP is needed for Community Parks as contemplated under Option 1 for Community Parks, some additional parkland may be required to achieve the total estimated parkland need for Neighbourhood Parks to 2051. To supplement the supply of public open space and enhance access, consideration should be given to the potential co-location of appropriately-scaled and located facilities near or adjacent to stormwater management areas where public safety can be adequately protected. Additionally, opportunities for playgrounds and other appropriate outdoor recreational facilities as part of future school sites should be explored with the applicable School Board where joint use and community access and other mutual benefits and efficiencies can be achieved where possible.
Design Considerations:	• Mix of natural, manicured and hard-surface areas • Shade/rest areas • Support universal/barrier-free design and user safety • Sustainability features • Site layout, design and development should be based on an approved concept and park development plan
Programming and Use Considerations:	• Multi-use for a range of active and passive activities • Non-programmed spaces that are free for public use • Year-round use opportunities where appropriate

LINEAR PARKS AND GREENSPACE CORRIDORS	
Linear Parks and Greenspace Corridors include trails, pathways and other open space corridors that connect to parks and/or provide walking and cycling routes as part of the broader on- and off-road active transportation network.	
Primary Draw:	• Walking, jogging, running, hiking and/or cycling/mountain biking, for recreation, fitness or active transportation • Convenient access to community destinations and the outdoors/nature and related recreational activities • Examples of key primary facilities: paved multi-use trails, access pathways/linkages, nature trails, seasonal trails, trail loops, outdoor fitness equipment/fitness stations
Key Supporting Facilities:	• Bike racks • Benches/seating/rest areas • Trailheads, markers • Regulatory and wayfinding signage • Lighting • Educational and interpretive elements, as appropriate • Waste receptacles
Access/Location:	• **Off-Road Primary Trail –** multi-use, connections to major destinations, support moderate to high levels of use, no significant environmental constraints, where possible full accessibility and/or winter maintenance • **Off-Road Secondary Trail –** support recreation opportunities for the local community, such as dog-walking or an evening stroll, corridors and linkages where adequate access and visibility can be provided for regular walking, limited cycling may also be accommodated • **On-Road Primary Corridor –** within or adjacent to arterial road right-of-way, such as sidewalks, roadside multi-use trails and bike lanes, provide connections to major destinations and/or link off-road trails • **On-Road Secondary Corridor –** within or adjacent to collector or local road right-of-way, provide local connections to On-Road Primary Corridor • **Nature Trails –** within and along the edges of natural areas and linkages where low levels of use are expected and can be sustained

LINEAR PARKS AND GREENSPACE CORRIDORS	
Service Area:	• Primary routes intended for Township-wide or community-wide access/use and connectivity • Secondary routes provide local neighbourhood or community routes and/or connections • Nature Trails provide loops or linkages for limited use
Optimal Size:	Based on trail type and location (see Smithville Trails and Corridors Master Plan – to be updated in 2026)
Inventory:	See Map #
Provision Level Target:	See recommended trail improvements and new trails
Future Parkland Needs:	As required to implement planned new trails/connections
Options and Directions:	**OPTION 1: EXPANSION OF SMITHVILLE TRAILS NETWORK** Within Smithville, extension of existing trails and new trail connections and other linear parks and greenspace corridors are planned within Secondary Plan areas and are to be implemented in draft plans of subdivision for new developments. New trail corridors are included within the draft plans for new residential subdivisions in the Northwest Quadrant Secondary Plan area, and conceptual locations for potential trail connections are identified in the East Smithville Secondary Plan. Additionally, the Smithville MCP identifies several conceptual trail routes to further expand and connect the trails system and is based upon creating a linked system of public open spaces and natural areas. **OPTION 2: NEW DESTINATION PARK TRAIL ROUTE** If land for a new Designation Park is acquired as contemplated in Option 2 under that park category, consideration should be given to planning for on- and off-road routes connecting Smithville to the new Destination Park to facilitate walking and cycling access. The West Niagara Agricultural Centre & Fairgrounds is located approximately 6 kilometres from the northwest limit of Smithville via roadways (approximately 20 minutes cycling time) or approximately 4 kilometres in a straight-line distance.

LINEAR PARKS AND GREENSPACE CORRIDORS	
Options and Directions:	**OPTION 3: SMITHVILLE LAGOONS NATURE PARK & TRAILS** During the Smithville MCP process it was noted that a potential opportunity exists for public outdoor recreational opportunities at the lagoons located to the south-east of Smithville, including potential onwater and waterside activities. Based on air photo review of the site, it appears that there may be opportunities for nature trails and/or multi-use pathways within the greenspace corridors located between the lagoons. With appropriate supporting amenities such as picnic tables, shelters, a trailhead and route mapping/markers, docks, small craft/boat launches and other supports for water access for boating, fishing and other compatible activities, as well as birdwatching and other passive recreational activities, present the opportunity for a significant nature park destination.
Design Considerations:	• Standards vary based on trail type and location • Incorporate clearly defined access points, seating/rest areas and wayfinding/signage
Programming and Use Considerations:	• Non-programmed spaces that are free for public use • Outdoor education and nature appreciation • Year-round use opportunities where appropriate

RECOMMENDATION

Adopt the Parkland Classification System as an overall framework and guidelines for the categorization and acquisition of parkland, determining the appropriate locations and geographic distribution of future parks in new development areas, the type and range of outdoor recreation facilities and supporting amenities, park design and renewal considerations, as well as park programming and uses.

RECOMMENDATION

As part of the Township's next Official Plan Review, update the Park and Recreation Hierarchy in Section 9.4 to be consistent with this Recreation and Parks Plan.

PARKLAND ACQUISITION STANDARDS

The Planning Act enables the Township to require the dedication of land for parks or other public recreational purposes, or cash-in-lieu thereof, as a requirement of land development for certain types of land uses. This is guided by the Township's Official Plan and By-law No. 2019-87 which prescribes a flat fee for cash-in-lieu of parkland for rural lots while the cash-in-lieu amount for hamlet lots and urban lots is based on 5% of the appraised value or 2% for commercial/industrial land.

The Planning Act enables municipalities to require the dedication of parkland or a payment in lieu for up to 2% of the land for industrial or commercial uses and 5% of the land for residential and other uses. An alternative parkland dedication rate of 1 hectare per 600 residential units may be used to determine the amount of parkland required, or the cash-in-lieu equivalent of 1 hectare per 1,000 residential units, if the municipality has prepared and made publicly available a "Parks Plan" that examines the need for parkland in the municipality. It is expected that the 5% parkland dedication requirement will generally yield the most parkland from development based on the anticipated density of future residential development in Smithville and throughout West Lincoln more generally. This document is intended as the Township's Parks Plan under the Planning Act for the purposes of enabling the alternative standards for parkland and cash-in-lieu thereof for any residential developments proposing a density that would yield more parkland using the alternative standard than the application of the standard 5% land dedication requirement.

Most new park locations will be acquired within the Smithville Master Community Plan (MCP) area as the primary new development area for accommodating planned population and housing growth to the year 2051. The MCP identifies the conceptual locations for eight new Neighbourhood Parks centrally located within each of the

future neighbourhoods planned for the north, south and west community areas, each having an identified 400-metre primary service area with the objective of providing future residents with access to a local park within a 5-minute walking distance where possible. The MCP also provides the policy framework for establishing more detailed Block Plans which may refine the park locations, and directs that the new Neighbourhod Parks shall be centrally located with highly visible street frontage on at least one adjoining street along at least one quarter of the park perimeter, adjacent to schools and/or other community facilities where possible, and where the street layout and walkways support direct access for pedestrians and cyclists. A minimum parkland size of one hectare is required for each Neighbourhoood Park, up to three hectares to support a range of facilities and amenities, and the MCP also enables the Township to consider small parkettes in addition and supplementary to the required Neighbourhood Parks to enhance access and supporting the achievement of the target parkland provision level.

As Block Plans, plans of subdivision/condominium and site plans are developed and implemented for the MCP area, some development parcels/plans may not have sufficient land area to yield the required parkland to achieve the required parkland area for the planned Neighbourhood Park for that area of the MCP. As such, the Township may need to acquire more parkland from certain development parcels than the mandatory dedication requirements of the Planning Act prescribe, through land purchase. Through cash-in-lieu of parkland sourced from other developments, the Township should establish a reserve to fund these lands purchases to ensure that the number, location, size and distribution of new Neighbourhood Parks aligns with the MCP. This approach is based on the principle that, in general, from a community benefit and operational maintenance perspective, it is preferable to establish larger and more centralized Neighbourhood Parks as envisioned by the MCP rather than several smaller park or parkette locations limited by the amount of parkland dedication from each individual subdivision/condominium/site plan development. The MCP Block Plan process is intended to provide the means for coordinating parkland dedications and provisioning by establishing an integrated and coordinated plan that is not limited to the boundaries of an individual development parcel.

Additionally, the MCP illustrates the conceptual locations for new trails and active transportation corridors which are intended to be required over and above parkland dedication requirements utilizing Planning Act section 51 (25)(b) to require pedestrian and bicycle pathways and by locating trails within required servicing and utility corridors where possible and within components of the natural heritage system where appropriate and permitted by the policies of the MCP.

RECOMMENDATION

Prepare and adopt a comprehensive Parkland Dedication By-law in accordance with Section 42 of the Planning Act to establish the Township's regulatory requirements for the dedication of land for parks or other public recreational purposes and to maximize the amount of parkland that the Township may acquire under the legislation in order to best meet community needs and increasing demands associated with planned growth and development.

RECOMMENDATION

As part of the Township's next Official Plan Review, update the parkland dedication and cash-in-lieu or parkland policies in Section 9 to align with current legislative requirements under the Planning Act, this Recreation and Parks Plan, and related best practices. The policies should also be updated to distinguish between parkland dedication and land requirements for trails. Where possible, the dedication of rights-of-way for pedestrian pathways and bicycle pathways should be required under section 51 (25)(b) over and above mandatory parkland dedications.

RECOMMENDATION

Plan for the acquisition of parkland via mandatory dedications augmented by land purchase using cash-in-lieu reserves where necessary to acquire the amount of parkland needed for each new Neighbourhood Park planned for the MCP area based on the service areas and park location, size and other related criteria set out in the MCP. The MCP Block Plan process should be used to establish where additional parkland is required over and above the dedication requirements of the individual development parcel where the park will be located.

RECOMMENDATION

Acquire land for trails over and above the mandatory parkland dedications in the MCP area by utilizing Planning Act section 51 (25)(b) to require pedestrian and bicycle pathways and by locating trails within other land required for Township purposes or other conveyances and easements such as required servicing and utility corridors and components of the natural heritage system where appropriate and permitted pursuant to the MCP.

OUTDOOR RECREATION FACILITIES STANDARDS

Future investments in outdoor recreation facilities within parks should be based on a consideration of facility provision standards. This helps to ensure that provision levels are appropriate, achievable and sustainable in consideration of the size of the community with the continued growth of the Township's population and that the level of investment is balanced with the level of community benefit that will be achieved. Other influencing factors that should also be considered include evolving demographics, participation rates, and recreational trends. Table 2 summarizes the current inventory (as of July 2025) of existing outdoor recreation facilities, recommended provision level standards, future needs and related considerations.

Table 2: Outdoor Recreation Facility Standards

SOCCER FIELDS	
Current Inventory:	• Leisureplex: 1 senior field with lights; 3 senior fields (no lights); 2 junior field (no lights); 2 mini fields (no lights) • Rock Street Park: 2 junior fields (no lights) • Caistor Community Park: 1 junior field (no lights) • **Total: 10 fields (9.5 senior field equivalents)** (plus 1 practice field/greenspace at West Lincoln Community Centre Park)
Non-municipal Inventory:	• Smithville Public School: 1 junior field (no lights)* • St. Martin Catholic Elementary School: 1 junior field (no lights)* • Caistor Central School: 2 junior fields (no lights) • Gainsborough Public School: 1 junior field (no lights) • John Calvin School: 1 junior and 1 senior field (no lights) • Cairn Christian School: 1 junior field (no lights) • Former school sites (Margaret St., College St.): 2 junior fields (no lights)** • **Total: 6 fields (4.75 senior field equivalents)**

* The West Lincoln Youth Soccer Club (WLYSC) has noted that the field at Smithville Public School in a poor state and uplayable, and that the soccer field at St. Martin Catholic School is not available to be booked for community use. These fields are listed here for information but are not counted in the total non-municipal inventory available for community use.

** As these schools have been closed and the future availability of the former school soccer fields in these location is uncertain, these fields are listed here for information but are not included in the total non-municipal inventory.

SOCCER FIELDS	
Field Utilization Profile:	For the 2025 season, typical weekly field bookings include: • A total of 18.25 hours of weekday evening bookings of the one senior field with lights (Field #2) • A combined total of 18.5 hours of weekday evening bookings of the three senior fields (no lights) (Fields #1, #3, and #4); • A combined total of 8.25 hours of weekday evening bookings of the two junior fields (Fields #5 and #8); • A combined total of 10 hours of weekday evening bookings of the two mini fields (Fields #6 and #7). • The fields are not typically used on weekends except for two weekend tournaments and one to two Saturdays for the end of season soccer jamboree; • The practice field / greenspace area at the West Lincoln Community Centre Park is typically booked for 9.75 hours total in the weekday evenings including sport ball, touch football and soccer. • User groups have noted limited parking as a constraint to greater utilization of the Leisureplex fields and that field at the West Lincoln Community Centre Park is preferred from a parking perspective. • The West Lincoln Youth Soccer Club (WLYSC) has noted that the above utilization profile does not include the following practice and training times: • The fields at Rock Street Park and the West Lincoln Community Centre Park are used Monday to Thursday evenings and Saturday mornings by multiple teams • The Leisureplex fields are at maximum capacity most nights but there is no set practice schedules - practices and training approximately double the use of these fields.

SOCCER FIELDS	
Existing Provision Level:	Municipal Fields: • 1 field : 2,060 residents (Township-wide) • 1 field : 1,060 residents (Smithville) • 1 field : 60 participants (West Lincoln Youth Soccer Club) Municipal and Non-Municipal Fields: • 1 field : 1,300 residents (Township-wide) • 1 field : 885 residents (Smithville) • 1 field : 64 participants (West Lincoln Youth Soccer Club, Smithville fields only)
Provision Standards:	Municipal Fields: • 1 field: 1,500 residents (Smithville) • 1 : 90 registered participants (children and youth)
Future Needs:	Smithville: • 2025-2031 (population 14,270): +0.75 field • 2032-2041 (population 21,940): +5 fields • 2042-2051 (population 29,030): +4.75 fields • Total New Soccer Field Needs (2025-2051): +10.5 fields Participant-based Projection of Future Needs: • 2025-2031 (982 registered participants): +1.5 field • 2032-2041 (1,509 registered participants): +5.75 fields • 2042-2051 (1,997 registered participants): +5.5 fields • Total New Soccer Field Needs (2025-2051): +12.5 fields

SOCCER FIELDS	
Options/Strategies:	• In the short-term, plan for the addition of one new senior soccer field (with lights) at the Leisureplex, as well as additional parking to address current parking needs for the existing fields and other park uses plus the parking needs for any added fields. • In the medium to long-term, plan for the expansion of the Leisureplex or a new Destination Park (see also Parkland Classification System options and strategies for Destination Parks) to accommodate the projected increase in soccer field needs considering the provision standards and growth-related estimates of future needs in this Plan and input, further/updated needs analysis and input from the user groups • Continue to monitor field usage and growth/change in the number of participants annually • Optimize scheduling/availability in consultation with user groups and explore changing sports fields booking based on hourly rates and than number of users. • Work with schools to maximize opportunities for community access to school fields, plan for joint use facilities with new school developments where possible • Consider lighting and other upgrades to existing fields where this will contribute to meeting increased capacity needs/hours of play • Consult with Town of Grimsby regarding potential availability of soccer fields capacity at Southward Park

BASEBALL DIAMONDS	
Current Inventory:	• Leisureplex: 2 senior ball diamonds with lights • West Lincoln Community Centre Park: 1 senior ball diamond (with lights) • Caistor Community Park: 1 senior ball diamond (with lights); 1 junior ball diamond (with lights) • **Total: 5 ball diamonds (7 senior ball diamond equivalents)**
Non-municipal Inventory:	John Calvin School: 2 informal/practice diamonds (no lights)
Ball Diamonds Utilization Profile:	For the 2025 season, typical weekly ball diamond bookings include: • A combined total of 32 hours of weekday evening bookings of the two senior ball diamonds with lights at the Leisureplex (16 hours each per week) for slo-pitch; • A combined total of 5 hours of weekend (Sunday evening) bookings of the two senior ball diamonds with lights at the Leisureplex (2.5 hours each per weekend) for slopitch; • A combined total of 32 hours of weekday evening bookings of the two ball diamonds with lights at Caistor Community Park (16 hours each) for the programs run by the Caistor Minor Softball Association; • No weekend bookings for the ball diamonds at Caistor Community Park; • No bookings of the senior ball diamond with lights at West Lincoln Community Centre Park (not used for organized ball programming).
Existing Provision Level:	Municipal Ball Diamonds: • 1 ball diamond : 2,650 residents (Township-wide) • 1 ball diamond : 2,070 residents (Smithville) • 1 ball diamond : 27 participants (Caistor Minor Baseball & T-Ball)
Provision Standards:	Municipal Ball Diamonds: • 1 ball diamond: 3,000 residents (Smithville) • 1 : 100 registered participants (children and youth)

BASEBALL DIAMONDS	
Future Needs:	Smithville: • 2025-2031 (population 14,270): +0 ball diamonds • 2032-2041 (population 21,940): +2.75 ball diamonds • 2042-2051 (population 29,030): +2.5 ball diamonds • Total New Ball Diamond Needs (2025-2051): +5.25 ball diamonds Participant-based Projection of Future Needs: • 2025-2031 (306 registered participants): +0 ball diamonds (surplus of nearly 4 ball diamonds) • 2032-2041 (1,509 registered participants): +0 ball diamonds (surplus of 2.25 ball diamonds) • 2042-2051 (1,997 registered participants): +0 fields (surplus of 0.75 ball diamonds) • Total New Ball Diamond Needs (2025-2051): +0 ball diamonds (surplus of 0.75 ball diamonds)
Options/Strategies:	• Continue to monitor ball diamond usage and growth/change in the number of participants annually • Optimize scheduling/availability in consultation with user groups and explore changing sports fields booking based on hourly rates and than number of users. • Consider lighting and other upgrades to existing fields where this will contribute to meeting increased capacity needs / hours of play • Consolidate / cluster new ball diamonds for operational efficiencies, shared facilities and tournament-readiness • Consult with Town of Grimsby regarding potential availability of ball diamonds capacity at Southward Park

MULTI-USE COURTS, TENNIS/PICKLEBALL, BASKETBALL COURTS	
Current Inventory:	• Wellandport Community Park: 2 tennis courts
Non-municipal Inventory:	• Gainsborough Public School: 1 basketball court • Smithville Public School: 1 basketball court • Caistor Central School: 1 basketball court • St. Martin Catholic Elementary School: 1 basketball court • John Calvin School: 1 basketball court • Smithville Christian High School: 3 tennis/pickleball courts, disc golf, sand volleyball courts • Basketball halfcourt at Fort Smithville Youth Centre (0.5 full court equivalent)
Existing Provision Level:	Municipal Facilities: • 1 tennis court : 9,275 residents (Township-wide) • (no municipal tennis or pickleball courts in Smithville) • 1 basketball court : 37,110 residents (Township-wide) • 1 basketball court : 18,635 residents (Smithville) Municipal and Non-Municipal Facilities: • 1 tennis/pickleball court : 3,710 residents (Township-wide) • 1 tennis/pickleball court : 3,105 residents (Smithville) • 1 basketball court : 3,375 residents (Township-wide) • 1 basketball court : 2,660 residents (Smithville)
Provision Standards:	Municipal Tennis / Pickleball Courts: • 1 court : 5,000 residents (Smithville) Municipal Basketball Courts: • 1 court : 1,000 youth ages 10-19 (Smithville)

MULTI-USE COURTS, TENNIS/PICKLEBALL, BASKETBALL COURTS	
Future Needs:	Smithville: • 2025-2031 (population 14,270): +2.75 tennis/pickleball courts and +1.25 basketball courts • 2032-2041 (population 21,940): +1.5 tennis/pickleball courts and +1 basketball court • 2042-2051 (population 29,030): +1.5 tennis/pickleball courts and +0.75 basketball court • Total New Multi-use / Sport Court Needs (2025-2051): +5.75 tennis / pickleball courts and +3 basketball courts
Options/Strategies:	• For tennis / pickleball, priority should be given to a membership-based facility funded and programmed by a volunteer-based club with facilities clustered at one primary location within Smithville, with some regular open play hours for free public use • Basketball / multi-use courts (which may also be useable/designed for ball hockey and other hardcourt activities) should be planned in Community Parks (typically full courts or multi-courts where possible) and Neighbourhood Parks (half-courts) • Continue to coordinate planning for tennis/pickleball and basketball/multi-use courts with existing and new schools to maximize community access while avoiding duplication of facilities in the same service area

SPLASHPAD FACILITIES	
Current Inventory:	One splashpad at West Lincoln Community Centre Park
Non-municipal Inventory:	N/A
Existing Provision Level:	• 1 splashpad : 18,554 residents (Township-wide) • 1 splashpad : 2,491 children ages 0-9 (Township-wide) • 1 splashpad : 9,318 residents (Smithville) • 1 splashpad : 1,321 children ages 0-9 (Smithville)
Provision Standards:	1 splashpad : 3,000 children ages 0-9 (Smithville)
Future Needs:	Smithville: • 2025-2031 (0-9 population 2,022): +0 splashpads • 2032-2041 (0-9 population 3,110): +0 splashpads • 2042-2051 (0-9 population 4,114): +0.4 splashpads
Options/Strategies:	• Based on the provision standard, the need for a second splashpad location is a long-term perspective. • Monitor and track utilization of the existing location and opportunities to improve/ add capacity as needed, including additional supporting facilities (e.g. seating, shade/ shelter, additional waterplay features). • The Leisureplex is a potential long-term option for a second location as the west expansion area of Smithville developments in the future. • Consider smaller scale water play features as part of new parks to provide geographic access/distribution within the south and east community areas of Smithville as those areas develop.

PLAYGROUNDS	
Current Inventory:	Twelve (12) existing parks have playgrounds including: Alma Park, Anastasio Park, Caistor Community Park (Abingdon), Caistorville Library Park, Dennis Drive Park, Harvest Gate Park, Leisureplex Township Park, Rock Street Park, Silverdale Community Park, Streamside Park, Wellandport Community Park and West Lincoln Community Centre Park
Non-municipal Inventory:	• John Calvin School Playground (Smithville) • Cairn Christian School Playground (Smithville) • Former school site on College Street – Playground (Smithville) • Gainsborough Public School Playground • Caistor Central School Playground
Existing Provision Level:	Municipal Playgrounds: • 1 playground : 1,546 residents (Township-wide) • 1 playground : 208 children ages 0-9 (Township-wide) • 1 playground : 1,165 residents (Smithville) • 1 playground : 165 children ages 0-9 (Smithville) Municipal and Non-Municipal Playgrounds: • 1 playground : 1,091 residents (Township-wide) • 1 playground : 147 children ages 0-9 (Township-wide) • 1 playground : 847 residents (Smithville) • 1 playground : 120 children ages 0-9 (Smithville)
Provision Standards:	1 playground within 400 metres of the majority of residential homes within new neighbourhoods (800m acceptable as secondary service area)

PLAYGROUNDS	
Future Needs:	Smithville: • New playgrounds should be planned within the future Neighbourhood Parks including the NW Quadrant Secondary Plan (3 locations), East Smithville Secondary Plan (1 location), and the Smithville Master Community Plan (8 locations)
Options/Strategies:	• Renew/replace the existing playground at the Leisureplex Township Park • Determine whether to replace the existing playground at Silverdale Community Park • Develop a playground replacement/renewal program for all other existing municipal play equipment • Consider adult-oriented/multi-generational fitness station in one existing or future park location or along a trail used for running/jogging • Provide barrier-free path of travel to existing playgrounds and as part of all new/replacement playground installations • Consider fixed concrete curbing around existing and new playground installations to contain safety surface materials, with curb ramp/depression at accessible entry point • Consider developing one fully accessible playground with rubberized or synthetic turf surfacing at West Lincoln Community Centre Park or Leisureplex • Incorporate at least one accessible play component within each new and renewed playground • Consider theming and naming opportunities to provide variety and promote unique and innovative play features differentiated by park and neighbourhood

COMMUNITY ENGAGEMENT

MOST REQUESTED OUTDOOR FACILITY AMENITIES & UPGRADES:

- Wifi
- Rock wall
- Outdoor washrooms
- Teen slides
- Sport equipment bin
- Pump track/ dirt bike track
- Outdoor gym
- Water acess
- Outdoor rink
- More splashpads
- Lighting in parks
- Zipline
- Pull up bars
- Boat swing
- Electrical (phone charging)
- Tunnel slide
- No wood chips
- Monkey bars
- More grass
- Cooling station
- Basketball nets
- Lighting at skatepark
- Gagaball court

SKATEPARK	
Current Inventory:	One (1) location at West Lincoln Community Centre Park (Smithville)
Non-municipal Inventory:	N/A
Existing Provision Level:	• 1 skatepark : 18,554 residents (Township-wide) • 1 skatepark : 2,443 youth ages 10-19 (Township-wide) • 1 skatepark : 9,318 residents (Smithville) • 1 skatepark : 1,140 youth ages 10-19 (Smithville)
Provision Standards:	Ranges between 1 : 6,000 youth and 1 : 13,000 youth
Future Needs:	Smithville: • 2025-2031 (10-19 population 1,746): +0 skateparks • 2032-2041 (10-19 population 2,685): +0 skateparks • 2042-2051 (10-19 population 3,552): +0 skateparks
Options/Strategies:	• Continue to monitor usage and condition of existing skatepark/equipment. If need/demands are evident for more or renewed equipment, consider the opportunity to incorporate new features with the existing skatepark. • Consider smaller scale skatepark features as part of new parks to provide geographic access / distribution within the south and east community areas of Smithville as those areas develop.

RECOMMENDATION

Plan for the future needs for outdoor recreation facilities to meet the demands of growth and development based on consideration of the provision-level standards and option/strategies outlined herein for each type of facility. For example: refurbished bleachers, disc golf, etc.

RECOMMENDATION

Explore changing the fee structure for outdoor sports fields (per user charge, to hourly).

RECOMMENDATION

Continue to review and adapt turf maintenance levels and practices to maintain safety and standards of play in consultation with user groups.

RECOMMENDATION

Continue to obtain program participation data from user groups and record/track this data as part of annual monitoring and to support periodic updates to the future needs forecast for outdoor recreation facilities.

RECOMMENDATION

Consult with user groups and the public on an ongoing and periodic basis to obtain input to future outdoor recreation facility needs, timing, location options and strategies, funding, partnerships and implementation plans.

RECOMMENDATION

Review and monitor population growth and estimate actual growth annually based on building permits and other available data to support the ongoing assessment of outdoor recreation facility needs and track population changes to update the future needs forecast. Acquire and review census data to verify/refine annual estimates every 5 years. The future needs forecasts should also be updated to reflect any future changes to the projected population growth and as the planning period is extended.

RECOMMENDATION

Where a clear and sustained need has been demonstrated for additional capacity, look firstly to optimize the scheduling and availability of existing facilities, secondly to opportunities for accommodate the increase in need via available or planned non-municipal facilities or joint/ multi-municipal facilities, thirdly to upgrades to existing municipal facilities, and lastly to the development of new municipal facilities.

RECOMMENDATION

If demands are identified for a new type of facility (e.g. cricket pitch, bocce courts) that is not currently provided in the municipality, and the need has been adequately demonstrated, consideration should be given to an interim facility location on a pilot basis to determine actual utilization levels and sustainability of the program(s) and to assist with planning and design for a potential permanent facility. Multi-use opportunities should be accommodated wherever possible.

PARK DESIGN STANDARDS AND GUIDELINES

There are a number of trends and practices that influence the design and development of parks, such as standards and guidelines for accessibility, safety, crime prevention, sustainability, connectivity, signage/wayfinding, operations/maintenance, site conditions/surrounding context and local history, landforms and significant natural features, flexible and adaptive facilities to support multi-use opportunities, choice of materials and surfacing, landscape treatments and use of native plantings, “placemaking” and other factors.

The Township’s Official Plan provides some overall direction for parks design, directing that new parks shall be sited in visually prominent locations, provided with basic service requirements and developed in accordance with the Township’s parkland standards. For Neighbourhood Parks, the Official Plan seeks a mix of active (80%) and passive (20%) recreation spaces and directs that the land should be relatively flat and welldrained while allowing for up to 20% of each site to be developed with contour variations to create attractive park-like settings. A similar level of design direction is provided for District Parks (re-classified as Community Parks or Destination Parks in this Plan) with larger formal recreation facilities provided for organized sports/ programming including night-lighting, with peripheral contour variations and berms/ plantings separating different types of facilities. For Linear Parks and Greenspace Corridors, the Official Plan directs that these locations should be primarily designed for pedestrian and cycling trails and pathways to connect parks and recreation facilities, take advantage of natural features and follow the contours of the land, and be clearly identified with lighting preferably provided.

COMMUNITY ENGAGEMENT

PRIORITIES HIGHLIGHTED IN ONLINE SURVEY RESPONSE COMMENTS:

- Expanded/Linking & Year-Round Trails and Paths
- Naturalization & Increased Tree Canopy
- Public Access to Natural Areas and Ponds
- More Parking
- Gardening Spaces/Plots for hobby/ volunteer sustenance gardening
- More Neighborhood Parks & Improved Park Security and accessibility
- Picnic/Benches and accessible walkways at Playgrounds
- Enhance splashpad areas and connect to sports fields (e.g., Rock St, Leisureplex).

The Township's Urban Design Manual (2016) provides further design guidance for parks as part of the broader public streetscape and open space areas of Smithville specifically, recognizing that parks do not exist nor function in isolation but rather are intrinsically linked with other elements of the public realm and with the natural heritage system. The Urban Design Manual also highlights the place-making role of parks, noting that they "anchor development by providing character and identity to a neighbourhood." The Urban Open Space Guidelines seek to ensure that parks and other open spaces complement built form and architecture, meet accessibility standards, create areas and opportunities for all ages, incorporate durable and interactive public art or water features, use a variety of soft landscaping as well as decorative and permeable surface paving, provide shade and pedestrian-scale lighting, include historical and interpretive elements and attractive site furnishings, and offer nature-viewing opportunities, Walkway and Trail Guidelines promote the use of natural surfaces complementary to the setting, wayfinding and trail markers as well as shade and lighting, and the use of fencing delineate the public/private property limits and protect sensitive natural areas. Notably, the Township is in the process of updating and aligning the Urban Design Manual for the expanded urban area of Smithville by creating the Smithville Master Community Plan (MCP) Urban Design Guidelines. The new Guidelines, once finalized and adopted, will provide design direction for future improvements to the Leisureplex Township Park, the future Neighbourhood Parks, Multi-Use Trails and Stormwater Management Facilities identified in the MCP.

This Recreation and Parks Plan is intended to complement and align with the Township's planning policies and design guidelines summarized above by establishing the overall parks strategy and guiding principles as set out in Section 1 and providing further design considerations for each park type as outlined in Section 2.1, Parkland Classification System. Additionally, a series of park design considerations and guidelines are recommended as summarized below.

PARK DESIGN GUIDELINES

General Park Design Direction/Strategy	Ensure that all new park design and renewal plans comply with applicable accessibility and safety standards, with priority to universal design and access. Provide a range of functional and flexible areas and facilities for a range of multi-use and multi-generational recreation opportunities, promote high-quality urban form and maximize aesthetic benefits, integrate with the natural environment, local and historical context, and address operational requirements to ensure long term sustainability.
"Green" and Efficient Parks Design	Consider park designs that will reduce energy, water use and environmental impacts, and that integrate recycled/environmentally-friendly materials and landscape treatments that support reduced maintenance requirements and sustainable operations. The Township may want to consider incentives such as enhanced park designs and developments to assist projects in meeting relevant sustainability standards such as Leadership in Energy and Environmental Design for Neighbourhood Development (LEED-ND) certification, subject to further policies and criteria as may be established in the Official Plan.
Comprehensive Design Approach, Place-making, and Unique Identity	Ensure a comprehensive approach to designing parks built upon an understanding of local needs, site context and a full range of influencing factors as part of the design process, including: • Historic and forecast population growth, demographic characteristics and planned development within the park service area; • Current parkland and facility supply/provision levels and available land supply in the service area; • Evolving demographic, recreational and design trends; • Current demand and forecast growth in participation in sports and other programmed activities; • Partnership opportunities and the role of other service/facility providers (e.g. school boards); • Input from the public, stakeholders and Township departments; • Geographic deficiencies and gaps/overlaps in facility and service provision; • Park location and landscape context, history, surroundings, significant landforms and natural characteristics; • Park and facilities branding / naming and the use of design themes and unique elements to create identity and memorable places and avoid "cookie-cutter" design.

Safe and Visible Parks	Consider applying the principles of Crime Prevention Through Environmental Design (CPTED) in the design of parks to maximized public safety and prevent undesired behaviour by the elimination or modification of design features that potentially contribute to crime and disorder, through natural surveillance. Parks should be visible from the street frontage/entrances and/or parking areas.
Sun and Wind Exposure and Shade/Shelter	All parks should have areas which are shaded by tree canopy during the summer. As outlined in the Parks Classifications System, structures designed to provide shade/ shelter are key supporting facilities that should be considered where necessary to offer users of outdoor recreation facilities respite from the sun. Pavilions and other shelters are also important facilities for picnic areas, gatherings and special events. New playgrounds should include at least one shade component. Certain facilities such as sports fields, tennis and basketball courts, bandshells, amphitheatres and other outdoor performance and gathering areas have specific orientation considerations relative to sun and wind. Hedgerows and fencing can assist to provide wind breaks where necessary. For park facilities such as outdoor ice rink and other areas intended for year-round use, the prevailing wind direction and impacts of drifting snow are location and design factors to consider. Tree canopy and wind impacts should also be considered when siting facilities such as splashpads and multi-use sport courts to avoid leaf litter accumulation within these active play areas and reduce related maintenance resource needs.
Incorporate Arts, Culture and History	Integrate a balance of active and passive facilities and flexible spaces that can support special events and a wide range of social and cultural activities. Consider opportunities for including appropriate forms of public art and historical elements, with priority to locally- or regionally- sourced works, such as: functional pieces that support the park use; civic landmarks, memorials and monuments that recognize and celebrate local heritage and culture and honour local achievements; and, inspirational, thought-provoking and interpretive art that highlights local or parks-related themes (e.g. nature, health, sustainability, active living, sports, etc.). The location and scale of public art, historical and similar features should be appropriate to the classification of park (Destination, Community, Neighbourhood, Linear) and the visibility of the available space to support these elements.

Slopes and Topography	In general, flat and well-drained parkland is safer and provides greater flexibility for a range of outdoor recreation facilities and programming, is more accessible and is easier to maintain, as compared with sloped, uneven or undulating topography. Sloped areas should be avoided in heavy use areas and where universal accessibility is paramount. Some sloping in limited areas is typically necessary for grading and drainage purposes and where possible this should be directed away from the primary facilities and park entrance(s) to the park periphery where necessary to match grades of adjoining land. Low berms may be appropriate and can be incorporated into park designs to separate and delineate different types of facilities and to create interest. Where accessibility standards apply and compliance can be achieved, sloped areas may be incorporated into certain types of play facilities such as playgrounds and hill slides. If considered and permitted by Township policy, toboggan hills should be limited in number and with preference to longer and gently sloping hills over steeply sloped areas, only where ample run-out space can be provided at the bottom and hazards such as parking areas, roads and water can be avoided. Warning/advisory signage should be posted. Large / high retaining walls should not be located in parks.
Four Season Design	Incorporate accessibility features and operational standards in parks and to ensure a balance of seasonal and year-round recreational opportunities and support the widest possible range of users, ages, abilities and interests.
Native Species and Surface Cover Variety	Prioritize native plant species (where applicable and practical) in conjunction with non-invasive and low-maintenance species and landscape treatments/surfaces within parks. Resilient and salt-tolerant species should be considered where appropriate along park edges adjoining roads and adjoining trails that are maintained year-round.
Public Gardens and Horticulture, Local Food	Continue to work with Niagara West Community Gardens, the Smithville Garden Club and other organizations and interestgroups to integrate community gardens in existing and new parks where appropriate to support community greening and beautification, pollinators, local food production and availability, social gathering, low- or volunteer-based maintenance and stewardship opportunities, resilient and sustainable parks, and other objectives.

Lighting	Appropriate lighting should be considered in parks based on the following: • In Neighbourhood Parks and Linear Parks Greenspace Corridors, consider pedestrian-scale, landscape level lighting at park entrances and along trails/ pathways where needed to support the use of park facilities intended for year-round use during the normal operating hours of parks and where appropriate for multi-use trails and connecting pathways, student walking routes, etc.; • In Community Parks and Destination Parks, lighting should be provided to meet illumination requirements for parking areas, and for major sports fields and event facilities, while avoiding light spillage beyond the park limits where possible. • Energy efficient, full cut-off, dark-sky compliant park lighting should be used where possible. Some locations and facilities may require otherwise to in order to meet the required safe minimum illumination level for the applicable area/activity. • Timed, user-activated or motion-activated lighting should be considered where appropriate for facilities that only require illumination during active use (e.g. multi-use courts, outdoor ice rinks, etc.) with activation only possible during permitted park operating hours.
Park Identification, Naming and Signage	Develop and adopt standard park signs and naming protocols to ensure parks are easily identifiable with consistent and welcoming signage and information, applicable regulations, wayfinding and contact/incident-reporting information, and for emergency access/identification, while supporting the unique and creative branding of parks to promote local identify and sense of place
Stormwater Management Facilities	The co-location and integrated landscape design of adjacent parks and stormwater management facilities presents an opportunity to create a well-linked and more expansive, contiguous open space system in new development areas. Careful consideration is required to ensure adequate safety measures are taken to avoid or mitigate risks associated with stormwater management facility hazards and changing water levels. This includes landscaping and other measures to limit access to the pond edges and deep/steeply sloped areas, inlets/outlets and other hazardous areas, clearly delineating public access and use areas such as paved multi-use trails, adequate emergency access, warning/advisory and regulatory signage, good visibility, incident reporting systems, and public education initiatives.

Fencing/Delineation	Fences (typically chain link or a similar type that meets Township engineering standards) should be located to delineate the limits of the park boundary where it shares a common boundary with adjoining private property, and to enclose facilities such as sports fields or other booked facilities intended for use on a user-fee/rental basis. Where fencing is considered along street frontages and/or near park entrances, a low-maintenance, long-lasting decorative type of fence should be used. Where fencing park boundaries is too costly or impractical due to the length, topography, trees or other factors, demarcation monuments evenly spaced along the park property boundary should be provided.
Natural Areas	The design and integration of parks with adjoining woodlands, wetlands, meadows, significant landforms and other natural, geologic and topographic features should be based on a determination of whether the features can support public access, the type, location(s) and extent of public access that can be supported, accessibility requirements, emergency access, buffering, edge treatments/plantings and transitional/ successional planting areas, signage and other measures to delineate and regulate acceptable public use areas and corridors, opportunities for interpretive and educational features, rest areas, lookouts, points of interest and other amenities. Environmental Impact Studies, Natural Areas Management Plans and similar assessments should be used as the basis for establishing whether public access is appropriate and measures to mitigate potential adverse impacts to the feature and its ecological functions while protecting public health and safety. Within Smithville there are potential opportunities for the integration of Karst features with parks – this should be based on more detailed study of the applicable features to determine if and where public access and/or interpretative elements may be considered, to ensure public safety and provide accurate and complete information about the feature(s) present and their formation, hazards and similar context.

WIFI in Parks	Some municipalities have installed WIFI access points in certain public parks, typically larger multi-use parks, parks colocated with indoor recreation facilities, or where there are special events facilities, amphitheatres, picnic pavilions or similar gathering spaces. Where this is considered, the use of tall or unsightly antenna structures or communication-style towers should be avoided and access points should be located where the greatest signal coverage can be provided in higher use areas of the park and where ease of access for maintenance can be provided. Signage should be provided with a QR code and/or instruction for connecting to the network. Partnerships with organizations that provide public WIFI service should be explored to minimize costs and provide expertise and maintenance resources.

RECOMMENDATION

Adopt the Park Design Guidelines of this Plan as a basis for the future design of new and renewed parks and outdoor recreation facilities.

RECOMMENDATION

Finalize and adopt the Master Community Plan Urban Design Guidelines to establish the design direction for the Leisureplex Township Park, planned Neighbourhood Parks, Multi-use Trails and Stormwater Management Facilities as part of the integrated public realm design in the developing Smithville MCP area.

RECOMMENDATION

As part of the Township's next Official Plan Review, update the park design policies for each type of park to align with the Parkland Classification System and recommended park design direction of this Plan.

SITE PLANNING FOR PARKS

The Design Considerations outlined for each category of the Parkland Classification System in Section 2.1 include direction for the type of planning and design activities that should take place in advance of park development. As noted, the site layout, design and development of parks should be based on an individual park site plan for each park. In addition, for larger parks with multiple primary facilities and/or which will be developed in stages over time, a phasing plan should be established. For the design of new or renewed Neighbourhod Parks, a detailed site plan for the entire park may not be necessary and a more generalized park concept plan can be considered to guide the overall park development with more detailed “Issued for Construction” drawings developed as part of the design and development process, Requests for Proposals (RFPs) and project tender packages. At the time that new parkland is identified and proposed for dedication to the Township as part of a draft plan of subdivision, condominium or site plan, a facility fit plan should be provided to demonstrate that the types of facilities and amenities appropriate to the applicable park category should be required.

This section recommends a procedure to guide the future design of new and renewed parks. Opportunities for the community’s participation in park design, development and renewal projects should be considered to obtain public input during the planning and design process. This stage of the process also presents and opportunity to explore partnerships and joint ventures in park development/ renewal, and to promote awareness of park projects and initiatives through effective public communications. Consideration should be given to formally establishing staff/departmental roles, responsibilities, procedures and protocols for community engagement in park projects in further mapping out the Township’s park design and development process.

PARK SITE PLANNING & DEVELOPMENT PROCEDURES

Project Initiation & Awareness	• Define the work plan, schedule, roles and responsibilities, and external services required • Coordinate with project partners, where applicable • Notify residents and key interest groups/participants
Site Investigation/ Acceptance of New Parkland	• Review and document existing conditions, including topographic and boundary surveys, surface/subsurface characteristics, drainage, and surroundings/interface • Review service area population and demographics, linkages, servicing • Acceptance of new parkland into Township ownership and responsibility for park development and maintenance
Concept Development & Evaluation	• Develop optional park layouts, facilities/amenities (based on Parkland Classification System) • Preliminary costing of options, review supply-readiness and operational requirements/resources • Review and consult with community and interest groups, confirm needs/ preferences, identify preferred option
Finalize Concept	• Adjust preferred option(s) to develop final concept based on selected components • Refine preliminary costing • Identify any permits/approvals required to be obtained through detailed design and construction
Detailed Design	• Prepare landscape, grading/drainage/SWM, servicing, lighting and other plans and details as required • Establish detailed cost estimates, finalize budget as a basis for evaluating construction quotes
Project RFP/Tender for Construction	• Prepare and issue construction tender/RFP/addenda • Evaluation of submissions • Selection of contractor(s), supplier(s) and award of contract
Site Preparation	• Ensure erosion/sediment controls, staging areas, security/safety measures, on-site notifications are in place

Pre-construction	• Establish communication protocols, emergency contacts, schedule inspections and progress meetings, project management roles/structure • Review and confirm detailed design and construction requirements, schedule, hours of work and noise restrictions, scope, provisional items, notification
Construction and Contract Administration	• Progress reports and certificates, inspections, resolve deficiencies, completed work, log any issues/complaints; • Hold regular progress meetings with designers and contractor(s), record changes/ instructions, monitor, etc.
Acceptance and Commissioning/ Public Opening	• Certifications of completed work, ensure rectification of any deficiencies, commence maintenance/warranty periods, monitoring, final site inspections, as-built documents, verify safety/compliance, removal of temporary construction and safety measures, municipal take-over • Public notification, media awareness, website and brochure updates, ribbon-cutting and grand opening event, photographs and promotion

RECOMMENDATION

Adopt and refine the Park Site Planning & Development Procedures of this Plan as a guide for new parks and for any significant changes/renewal/replacement or new facilities in existing parks.

RECOMMENDATION

For proposed new draft plans of subdivision and condominium, require the submission of a facility fit plan for the parkland (where applicable / required) to demonstrate that the proposed park can accommodate the range of facilities anticipated based on the Parkland Classification System and Park Design Guidelines of this Plan. Conditions of final approval of new plans of subdivision and condominium should require the preparation and submission of a detailed landscape design and preliminary grading plan for the park block.

OFF-LEASH DOG PARK

Many municipalities have incorporated leash-free areas for dogs within one or more municipal parks. Providing an off-leash dog park within a municipal park offers numerous benefits for residents and their dogs while potentially reducing off-leash incidents and compliance issues in other park areas and trails. Dog parks can also help to promote responsible pet ownership by offering a safe, enclosed environment where dogs can exercise, socialize, and release energy without disturbing other park users, potentially improving dog behavior through socialization. As gathering locations, dog parks also help to foster social interaction among residents, encourage outdoor activity, and improve the overall use and cleanliness of shared public spaces.

The Township does not currently provide a designated leash-free area; however, there is interest in establishing a location within Smithville. A variety of types, sizes and operational models exist for off-leash dog parks. Some municipalities (e.g. Brant County) have worked with the community to establish a volunteer-run, membership fee-based dog park where the municipality's primary responsibility is to provide the land area for the dog park while the volunteers/operators manage access, memberships and maintenance. This model can help to reduce municipal operational resource requirements and costs while creating buy-in for a well-maintained facility. However, membership fees can impact utilization and may not be for everyone. Some municipalities offer off-leash dog parks that are free to use.

There are several important location and design factors to consider for a future dog park in the Township, including:

- **Proximity to residential neighborhoods** for easy access.
- **Adequate space to allow dogs to run freely** without overcrowding.
- **Separate areas for small and large dogs** to ensure safety.
- **Secure fencing and double-gated entry** to prevent escapes.
- **Shaded areas and seating** for owner comfort.
- **Accessible water sources** for dogs and people.
- **Durable, low-maintenance surfaces that drain well** (e.g., mulch, gravel, turf).
- **Waste disposal stations and signage** promoting clean-up.
- **Lighting** for early morning or evening use.
- **Noise and traffic buffer zones** to avoid disturbing nearby homes.

Based on the above, dog parks should be located within a larger Community Park or Destination Park, rather than a Neighbourhood Park. Potential location options within existing Destination and Community Parks include:

WEST LINCOLN COMMUNITY CENTRE PARK:

The existing field area including the unused ball diamond and adjoining greenspace is a large open area that could accommodate fenced off-leash areas for large and small dogs while providing separation from residential uses and other existing park uses. There is a large paved parking area for the Community Centre nearby and in addition to the main access there is a pathway connection Swayze Court in the east and Westle Drive to the east, making this a walkable location from the adjoining neighbourhoods. Washrooms and water are available within the Community Centre. However, depending on the size of the off-leash area(s), a dog park could displace some other uses of the field area which is currently used for Movie in the Park events, the annual Easter event, sport ball, summer camps and youth soccer. West Lincoln Youth Minor Soccer uses the field for 9.75 hours weekly (in 2025) during their playing season and also for extended playing season use. Further review and consideration of this location should be undertaken including initial concept development and consultation with the potentially impacted field users to determine how much space the off-leash areas would need and whether some of the existing uses could still be accommodated. As an example of a municipal comparator, the Town of Shelburne opened a new off-leash dog park in 2022 including separated large and small dog areas having a combined area of approximately 3,500 square metres. With a total area exceeding 14,500 square metres, it appears that the north field area should be large enough to accommodate a dog park without displacing the existing uses of that space.

COMMUNITY ENGAGEMENT FINDINGS

ONLINE SURVEY:

- 18% of residents chose a Dog Park as a desired top priority for the Township.
- Dog-Friendly Amenities – not necessarily dog parks, but support for dog walkers. (i.e., waste bins, water) – was also listed as valued features at the parks in West Lincoln.

ROCK STREET PARK:

The existing open space areas south of the existing junior soccer fields could potentially accommodate one or two smaller off-leash areas. There are no existing washrooms or drinking water access points in Rock Street Park, and with the limited land area available the could be a conflict with the use of the existing soccer fields. This location has less parking, is not as walkable and does not as multi-use as the West Lincoln Community Centre Park.

RECOMMENDATION

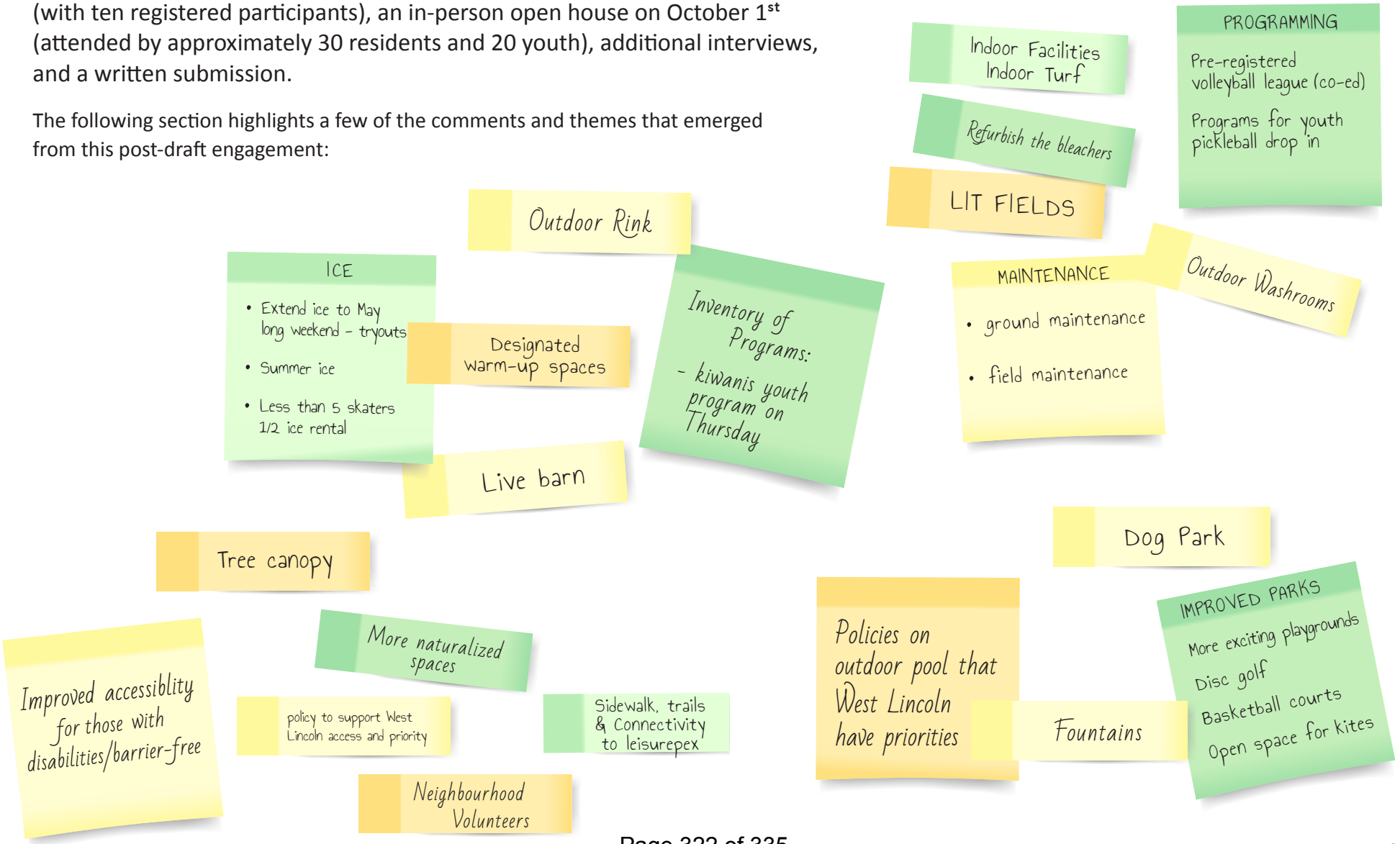
Develop an initial concept plan for an off-leash dog park location in the north field area of the West Lincoln Community Centre Park and consult with existing user groups of the space to determine if there are any impacts and potential opportunities to avoid or reduce those impacts through a final design.

RECOMMENDATION

If the impacts of locating a leash-free dog park area in the north field area of the West Lincoln Community Centre Park are deemed to be too detrimental to the existing uses of that greenspace, explore the potential for an alternative location for a leash-free dog park at Rock Street Park and/or undertake a further review to determine other potentially suitable sites within existing parks, new parks or other municipally-owned lands.

Public engagement played a significant role in shaping the final document. Following the presentation of the draft Plan to Council on September 15th, additional input was received through a virtual session on October 6th (with ten registered participants), an in-person open house on October 1st (attended by approximately 30 residents and 20 youth), additional interviews, and a written submission.

The following section highlights a few of the comments and themes that emerged from this post-draft engagement:



TOWNSHIP OF WEST LINCOLN
Parks and Recreation

IMPLEMENTATION PLAN

MCQUEEN GALLOWAY ASSOCIATES

GSP group
SHAPING GREAT COMMUNITIES

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	GROWTH	
Ongoing	1. **Monitor actual growth within the Township and the Region** and anticipate impact on sport, recreation, and cultural activities and events on a continual basis.	**Internal – A** Strategic Plan Alignment
Ongoing	2. **Monitor community demographics after each 5-year Census period to assess any change in direction/priorities/ cultural shifts** associated with parks and recreation services.	**Internal – A** Strategic Plan Alignment
	POLICY ALIGNMENT	
Ongoing	3. **Continue to reference key sector policy frameworks** to ensure the Township maintains alignment with best practices in the delivery of Parks and Recreation services.	**Internal – A** Strategic Plan Alignment
	OPERATING BUDGET	
Short	4. **That the Township include year-end actuals for parks and recreation services as part of its future operating budget reporting** for transparency and budget performance assessments.	**Internal – A** Strategic Plan Alignment
Short	5. **That the Township expand its revenue cost centre reporting to include distinct line items** for (i) ice revenues, (ii) floor revenues, (iii) Gymnasium Rentals/fees, (iv) room rentals, (iv) concessions.	**Internal – A** Strategic Plan Alignment
Short	6. **That the Township increase its user fees in areas identified in the Situational Analysis Report** to be more in line with comparator municipalities.	**Internal – A** Strategic Plan Alignment
Ongoing	7. **That the Township conduct rates and fee reviews on an on-going basis (every 2 years)** to ensure remains aligned with neighbouring municipalities.	**Internal – A** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	OPERATING BUDGET	
Short/ Ongoing	8. **That the Treasurer develop a financial strategy to fund the necessary future repairs to the community halls** in order that they be maintained in good operating condition and modernize to facilitate growing community use.	**Internal – A** Asset Management Plan Alignment
Short/ Ongoing	9. **Continue the annual contributions to capital in the Community Centre operating budget,** and monitor annually to assess its capacity to address future major capital requirements based on facility conditions assessments.	**Internal – A** Asset Management Plan Alignment
	SERVICE DELIVERY MODELS	
Short/ Ongoing	10. **That the Township explore a more robust Hybrid Service Delivery Model by proactively engaging community service providers and partnerships to address existing and growing community needs** through optimizing current facility space at the Community Centre and Community Halls.	**Internal – A** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PROGRAMS	
Short	11. **Conduct a program gap analysis to identify which priority programs the Township has the capacity to deliver directly** and initiate a Request for Proposals (RFP) process to engage third-party providers for specialized or resource-intensive programs that fall outside municipal capacity. For example: volleyball, basketball, pickleball, etc.	**Internal – A** Strategic Plan Alignment
	FACILITIES – ICE	
Short	12. **(i) That staff update Council on the existing allocation of prime-time utilization by minor hockey, figure skating, learn-to-skate, public skate, and other users, (ii) That staff provide options to accommodate prime-time ice for a Junior Hockey Team,** and which non-minor users would be impacted or displaced for Council's consideration.	**Internal – A** Strategic Plan Alignment
Medium	13. **That the Township of West Lincoln establish a future ice needs strategy in cooperation with the Town of Grimsby and the Town of Lincoln** to determine the order in which additional ice should be introduced to the West Niagara area.	**Internal – A** Strategic Plan Alignment
Short	14. **Explore installing ice in August and maintaining it into the spring** to support camps, training programs, and longer seasons for adult and youth leagues.	**Internal – A** Strategic Plan Alignment
Short	15. **Review and Revise the Ice Allocation Policy** to ensure priority access for youth-serving, and not-for-profit organizations during prime hours.	**Internal – A** Strategic Plan Alignment
Ongoing	16. **Continue annual tracking of WNMHA and Skating Club participation,** with a focus on adult league growth and West Lincoln's share of regional users.	**Internal – A** Strategic Plan Alignment
Short	17. **Review its permitting and rental processes to ensure they align with staff capacity, service expectations, and cost recovery.** This includes improving how new or non-standard rentals and events are communicated across departments, establishing a process to flag when additional staffing or logistics are required, and determining whether such uses fall within the current Rates & Fees By-law.	**Internal – A** Strategic Plan Alignment
Medium/ Long	18. **Undertake a feasibility and cost-benefit analysis to assess the potential for adding a second ice pad at the West Lincoln Community Centre** to accommodate future growth.	**External – $50k** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium** = 8-15 years **Long** = 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	FACILITIES – WALKING TRACK	
Short	**19. Introduce structured programs that appeal to individuals who enjoy social interaction and group activities. These could include:** • **Social Walking Clubs** with scheduled times and group leaders to foster community connections. • **Themed Walks** such as "Wellness Walks," "Mom & Baby Walks," or "Senior Strolls" with added wellness tips or guest speakers in the community rooms. • **Seasonal Step Challenges** to motivate residents and promote regular use of the track. • **Partnership Programs with health providers or local organizations** to incorporate light fitness or health education components.	**Internal – A** Strategic Plan Alignment
	FACILITIES – COMMON SPACES AT THE WEST LINCOLN COMMUNITY CENTRE	
Short/ Ongoing	**20. The Township should establish an annual budget to support the purchase and rotation of interactive games, furniture, and programming supplies that animate the common spaces** at the West Lincoln Community Centre.	**Internal – A** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	FACILITIES – COMMUNITY HALLS	
Short/ Medium	**21. That the Township of West Lincoln staff work proactively with the existing Hall Boards to develop a model of hall use that optimizes utilization by accommodating community programming,** whilst maintaining the core use of the Hall for Hall Board events and activities.	**Internal – B** OR **External – Facilitation $5K & Legal $5K**
Medium	**22. That the Township assume full responsibility and resources for booking all community halls under its ownership** to ensure consistent scheduling, equitable access, and streamlined facility management.	**Internal – A** Strategic Plan Alignment
Short/ Medium	**23. Pursue opportunities to maximize the use of underutilized community halls in West Lincoln through strategic partnerships, enhanced programming, and alternative uses while increasing these facilities awareness throughout West Lincoln.** • **Issue a Request for Proposal (RFP) to identify potential partners interested in leasing or operating the facilities.** • **Explore expanding successful programs—such as summer camps—by introducing niche offerings in arts, theatre, dance, music, and outdoor adventure,** particularly utilizing the Caistor and Wellandport Community Centre and other underutilized spaces. • **Assess the potential for child care, Montessori, or faith-based preschool programs** to operate out of the halls. • **Evaluate whether any of the community halls should be declared surplus** and considered for sale. • **Improve promotion of the venues, consider integrating them into a centralized booking system, and explore options to support or enhance their condition and daily programming.**	**Internal – A** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	FACILITIES – LIBRARIES	
Short/ Medium	24. **That the Township of West Lincoln engage the West Lincoln Public Library Board to optimize the current operating model to allow for community use of library branch space** (beyond normal operating hours) on a full cost recovery basis to the library operation.	**Internal – A** Strategic Plan Alignment
Short	25. **West Lincoln collaborate with the public library to deliver programs not currently offered by the Township** – such as Home Alone courses, First Aid, and Babysitting training – to expand community access to essential skill-building opportunities.	**Internal – A** Strategic Plan Alignment
Short/ Medium	26. **What the Township work in collaboration with the Library to align operating hours with events and programs taking place at the West Lincoln Community Centre,** enhancing convenience and access for participants and visitors.	**Internal – A** Strategic Plan Alignment
	FACILITIES – INDOOR POOL	
Medium/ Long	27. **West Lincoln should undertake a feasibility study to assess the community demand, capital and operating costs, and the potential impact on the municipal tax levy associated with developing an indoor pool.** This study should include public engagement and consider long-term financial sustainability.	**Internal – A & External – $50K**
Medium/ Long	28. **West Lincoln should initiate the formation of a regional indoor pool committee in collaboration with neighbouring municipalities** to explore the potential for a jointly funded and operated regional indoor aquatic facility that would serve West Lincoln residents first.	**Internal – A** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	FACILITIES – INDOOR TURF FACILITY	
Medium/ Long	29. **West Lincoln include a feasibility study for an indoor turf facility within the Master Plan of the LeisurePlex.** This study should assess community demand, potential partnerships, capital and operating costs, and the facility's role in meeting year-round recreation needs for field sports such as soccer, lacrosse, and cricket.	**Internal – A & External – $50K**
Medium/ Long	30. **Township explore the development of an indoor turf facility from a regional perspective** by establishing a committee with neighbouring municipalities. This committee would assess the potential for shared investment, usage, and long-term sustainability, ensuring the facility meets the needs of West Lincoln and the broader needs of the surrounding communities.	**Internal – A** Strategic Plan Alignment
	EVENTS	
Medium	31. **West Lincoln develop a formal volunteer management strategy to actively engage, monitor, support, and train volunteers across all recreation, events and community programs.** This strategy should include clear roles and responsibilities, onboarding procedures, ongoing training opportunities, and recognition efforts to ensure volunteers feel valued and equipped to contribute effectively. Streamline facility booking and event application processes by integrating them into a single, unified application system with dedication event meetings prior and post event.	**Internal – B** Strategic Plan Alignment
Short	32. **Township actively seek partnerships with third-party groups and service clubs to lead the delivery of community events,** while providing administrative support to assist with logistics, promotion, and permitting.	**Internal – B** Strategic Plan Alignment
Short	33. **Township allocate additional resources toward event management,** specifically to support the processing of event applications and the promotion of events.	**Internal – B** Strategic Plan Alignment

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PARKS AND OUTDOOR FACILITIES – PARKLAND CLASSIFICATION SYSTEM	
Short	**34. As part of the Township's next Official Plan Review, update the Park and Recreation Hierarchy in Section 9.4 to be consistent with this Recreation and Parks Plan.**	**Internal – A** OR **External** (nominal cost, incorporated as part of budgeting for Official Plan Review)
Short	**35. Adopt the Parkland Classification System as an overall framework and guidelines for the categorization and acquisition of parkland,** determining the appropriate locations and geographic distribution of future parks in new development areas, the type and range of outdoor recreation facilities and supporting amenities, park design and renewal considerations, as well as park programming and uses. **DESTINATION PARK** OPTION 1 – Expand Leisureplex Township Park: $5M OPTION 2 – New Destination Park: $5M +net land costs (after any proceeds from surplus part of Leisureplex property) **COMMUNITY PARKS** OPTION 1 – New Community Parks in Smithville MCP: $2M +net land acquisition costs (after any proceeds from surplus part of Leisureplex property) OPTION 2 – Re-imagining Leisureplex Township Park: $2M **NEIGHBOURHOOD PARKS** OPTION 1 – Planned New Neighbourhood Parks: $2M OPTION 2 – Integration with Community Parks, Schools and Stormwater Management Facilities: $2M + potential land acquisition costs **LINEAR PARKS AND GREENSPACE CORRIDORS** OPTION 1 – Expansion of Smithville Trails Network: $5M OPTION 2 – New Destination Park Trail Route: $1M OPTION 3 – Smithville Lagoons Nature Park & Trails: $2.5M	**Internal – A** **Capital cost estimate:** **$14M - $17.5M + net land costs**

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PARKS AND OUTDOOR FACILITIES – PARKLAND ACQUISITON STANDARDS	
Short	**36. Prepare and adopt a comprehensive Parkland Dedication By-law in accordance with Section 42 of the Planning Act** to establish the Township's regulatory requirements for the dedication of land for parks or other public recreational purposes and to maximize the amount of parkland that the Township may acquire under the legislation in order to best meet community needs and increasing demands associated with planned growth and development.	**Internal – A** OR **External – ($5K)**
Short	**37. As part of the Township's next Official Plan Review, update the parkland dedication and cash-in-lieu or parkland policies in Section 9 to align with current legislative requirements under the Planning Act, this Recreation and Parks Plan, and related best practices. The policies should also be updated to distinguish between parkland dedication and land requirements for trails.** Where possible, the dedication of rights-of-way for pedestrian pathways and bicycle pathways should be required under section 51 (25)(b) over and above mandatory parkland dedications.	**Internal – A** OR **External** (nominal cost, incorporated as part of budgeting for Official Plan Review)
Short/ Ongoing	**38. Plan for the acquisition of parkland via mandatory dedications augmented by land purchase using cash-in-lieu reserves where necessary to acquire the amount of parkland needed for each new Neighbourhood Park planned for the MCP area based on the service areas and park location, size and other related criteria set out in the MCP.** The MCP Block Plan process should be used to establish where additional parkland is required over and above the dedication requirements of the individual development parcel where the park will be located.	**Internal – A** **Plus land acquisition costs** (to be determined, funded via cash-in-lieu of parkland reserves where possible)
Short/ Ongoing	**39. Acquire land for trails over and above the mandatory parkland dedications in the MCP area by utilizing Planning Act section 51 (25)(b)** to require pedestrian and bicycle pathways and by locating trails within other land required for Township purposes or other conveyances and easements such as required servicing and utility corridors and components of the natural heritage system whereappropriate and permitted pursuant to the MCP.	**Internal – A** **Plus land acquisition costs** (to be determined if additional land required beyond mandatory dedications)

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PARKS AND OUTDOOR FACILITIES – OUTDOOR RECREATION FACILITIES STANDARDS	
Short/ Ongoing	**40. Plan for the future needs for outdoor recreation facilities to meet the demands of growth and development** based on consideration of the provision-level standards and option/strategies outlined herein for each type of facility. **New/Upgraded Soccer Fields:** $2M to $2.5M **New/Upgraded Ball Diamonds:** $0.5M to $1.0M **Multi-use Courts, Tennis/Pickleball, Basketball Courts:** $1M **Splashpad Facilities:** $0.5M to $1M **Additional Park Facilities and Amenities:** $0.7M to $1.2M **Playgrounds:** $2M	**Internal B** OR **External** (contracted resources for project management, design and implementation) for new/renewed outdoor recreation facilities. **Total combined capital cost: $6.7M – 9.7M**
Short	**41. Explore changing the fee structure for outdoor sports fields** (per user charge, to hourly).	**Internal – A**
Short/ Ongoing	**42. Continue to review and adapt turf maintenance levels and practices** to maintain safety and standards of play in consultation with user groups.	**Internal – A**
Short/ Ongoing	**43. Continue to obtain program participation data from user groups and record/track this data as part of annual monitoring** and to support periodic updates to the future needs forecast for outdoor recreation facilities.	**Internal – A**
Short/ Ongoing	**44. Consult with user groups and the public on an ongoing and periodic basis to obtain input to future outdoor recreation facility needs, timing, location options and strategies, funding, partnerships and implementation plans.**	**Internal – A**
Short/ Ongoing	**45. Review and monitor population growth and estimate actual growth annually based on building permits and other available data to support the ongoing assessment of outdoor recreation facility needs and track population changes to update the future needs forecast.** Acquire and review census data to verify/refine annual estimates every 5 years. The future needs forecasts should also be updated to reflect any future changes to the projected population growth and as the planning period is extended.	**Internal – B** OR **External ($40K - $50K)**
Short/ Ongoing	**46. Where a clear and sustained need has been demonstrated for additional capacity, look firstly to optimize the scheduling and availability of existing facilities, secondly to opportunities for accommodate the increase in need via available or planned non-municipal facilities or joint/ multi-municipal facilities, thirdly to upgrades to existing municipal facilities, and lastly to the development of new municipal facilities.**	**Internal – A**

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PARKS AND OUTDOOR FACILITIES – OUTDOOR RECREATION FACILITIES STANDARDS	
Short/ Ongoing	**47. If demands are identified for a new type of facility (e.g. cricket pitch, bocce courts) that is not currently provided in the municipality, and the need has been adequately demonstrated, consideration should be given to an interim facility location on a pilot basis to determine actual utilization levels and sustainability of the program(s)** and to assist with planning and design for a potential permanent facility. Multi-use opportunities should be accommodated wherever possible.	**Internal – A** **Plus any capital and operating costs** for establishing pilot programs/facilities on a trial basis
	PARKS AND OUTDOOR FACILITIES – PARK DESIGN STANDARDS AND GUIDELINES	
Short	**48. Adopt the Park Design Guidelines of this Plan as a basis for the future design of new and renewed parks and outdoor recreation facilities.**	**Internal – A**
Short	**49. Finalize and adopt the Master Community Plan Urban Design Guidelines** to establish the design direction for the Leisureplex Township Park, planned Neighbourhood Parks, Multi-use Trails and Stormwater Management Facilities as part of the integrated public realm design in the developing Smithville MCP area.	**Internal B** OR **External** (nominal cost to be incorporated as part of budgeting for Urban Design Guidelines)
Short	**50. As part of the Township's next Official Plan Review, update the park design policies for each type of park to align with the Parkland Classification System and recommended park design direction of this Plan.**	**Internal A** OR **External** (nominal cost to be incorporated as part of budgeting for Official Plan Review)
	PARKS AND OUTDOOR FACILITIES – PARK SITE PLANNING & DEVELOPMENT PROCEDURES	
Short	**51. Adopt and refine the Park Site Planning & Development Procedures of this Plan as a guide for new parks and for any significant changes/renewal/replacement or new facilities in existing parks.**	**Internal – A**
Short/ Ongoing	**52. For proposed new draft plans of subdivision and condominium, require the submission of a facility fit plan for the parkland (where applicable / required) to demonstrate that the proposed park can accommodate the range of facilities anticipated based on the Parkland Classification System and Park Design Guidelines of this Plan.** Conditions of final approval of new plans of subdivision and condominium should require the preparation and submission of a detailed landscape design and preliminary grading plan for the park block.	**Internal – A**

TIMING LEGEND

Short = 1-7 years **Medium =** 8-15 years **Long =** 16+ years

RESOURCES LEGEND

Internal A – Existing Township staff to implement the recommendation
Internal B – Additional staff required to implement the recommendation
External – Consulting $$$ (*2025 current dollar estimates)

TIMELINE	RECOMMENDATION	RESOURCES & ALIGNMENT
	PARKS AND OUTDOOR FACILITIES – OFF-LEASH DOG PARK	
Short	**53. Develop an initial concept plan for an off-leash dog park location in the north field area of the West Lincoln Community Centre Park** and consult with existing user groups of the space to determine if there are any impacts and potential opportunities to avoid or reduce those impacts through a final design.	**Internal – B** OR **External ($5K to $10K)**
Medium	**54. If the impacts of locating a leash-free dog park area in the north field area of the West Lincoln Community Centre Park are deemed to be too detrimental to the existing uses of that greenspace, explore the potential for an alternative location for a leash-free dog park at Rock Street Park and/or undertake a further review to determine other potentially suitable sites** within existing parks, new parks or other municipally-owned lands.	**Internal – B** OR **External ($5K to $10K** to determine dog park location and design, **$75K to $150K** capital cost estimate for implementation of dog park)