

Planning Justification Report

6441 Townline Road

RLD Group (Smithville) Inc.

Township of West Lincoln

Official Plan Amendment & Zoning By-law Amendment

August 2026



Planning Justification Report

6441 Townline Road

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Table of Contents

1.	Introduction	1
1.1	Project Team.....	1
1.2	Subject Site.....	1
1.3	Application History	3
1.4	Surrounding Land Uses.....	3
1.5	Transportation Context.....	6
1.6	Community Context.....	6
2.	Proposed Redevelopment	9
2.1	Required Planning Applications.....	9
3.	Supporting Studies	13
3.1	Archaeological Assessment (Detritus Archaeology Ltd.)	13
3.2	Functional Servicing Report (LandSmith Engineering & Consulting Ltd.)	13
4.	Planning Policy Framework and Analysis	15
4.1	Ontario Planning Act, R.S.O. 1990, c.P.13	15
4.2	Provincial Planning Statement (2024)	17
4.3	Niagara Official Plan (2022)	19
4.4	Township of West Lincoln Official Plan.....	30
5.	Smithville Urban Design Manual.....	43
6.	Zoning By-law No. 2017-70	48
7.	Summary and Conclusions.....	61

Appendices

Appendix 1 – Draft Official Plan Amendment
Appendix 2 – Draft Zoning By-law Amendment

List of Figures

Figure 1 – Site Location
Figure 2 – Neighbourhood Photographs
Figure 3 – Community Context
Figure 4 – Development Concept
Figure 5 – Regional Structure – Niagara Official Plan (2022)
Figure 6 – Key Hydrologic Areas Overlay – Niagara Official Plan (2022)
Figure 7 – Tertiary and Quaternary Watersheds – Niagara Official Plan (2022)
Figure 8 – Transportation Infrastructure – Niagara Official Plan (2022)
Figure 9 – Strategic Cycling Network – Niagara Official Plan (2022)
Figure 10 – Municipal Structure – Township of West Lincoln Official Plan
Figure 11 – Land Use Plan (Smithville) – Township of West Lincoln Official Plan
Figure 12 – Infrastructure & Transportation – Township of West Lincoln Official Plan
Figure 13 – Zoning By-law 2017-70 – Township of West Lincoln

List of Tables

Table 1 – Community Context
Table 2 – Matters of Provincial Interest (Section 2, Planning Act)
Table 3 – Policies for Managing and Supporting Growth
Table 4 – Guidelines for Multi-unit Low-Rise Developments
Table 5 – Guidelines for Landscaping – Residential Properties
Table 6 – RM3 Zone Compliance

1. Introduction

1.1 Project Team

GSP Group Inc. was retained by the Owner of 6441 Townline Road (“Subject Land” / “Site”) to prepare an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application and a Planning Justification Report for the Subject Land.

The following are members of the project team:

Expertise	Company
Owner / Client	RLD Group (Smithville) Inc.
Planning	GSP Group Inc.
Architect	KNYMH Inc.
Civil Engineering	LandSmith Engineering & Consulting Ltd.
Archeological	Detritus Archaeology Ltd.
Landscape Architect	Adesso Design Inc.

1.2 Subject Site

The Site is proposed to be redeveloped with four (4) townhouse blocks, comprising of 22 units and is located within the southern portion of the Smithville Urban Area, on the north side of Townline Road/Smithville Road, between Wade Road to the west and Canborough Street to the east (**Figure 1**).

The Site has approximately 71 metres of frontage along Townline Road and a depth of approximately 87 metres. The proposed Concept Plan identifies a strip of land ranging from approximately 3.14 metres to 3.20 metres in depth along the frontage for future road widening purposes. Following the conveyance of the required road widening lands, the net developable area of the Site will be approximately 0.59 hectares.

The Site is generally rhomboid (irregular) in shape and is relatively flat, with only minor changes in grade across the property. It is currently developed with a one-storey church building situated toward the eastern portion of the Site, together with a surface gravel parking area. Vehicular access is provided by a single driveway from Townline Road. The remainder of the Site consists of landscaped open space. The existing church and associated parking area are proposed to be removed to facilitate the proposed residential townhouse development.



Site Location

Source: Google Earth Aerial Imagery (2026)

Figure

1

1.3 Application History

A pre-consultation meeting was held with Township staff and applicable agencies on May 21, 2026 to discuss the initial concept plan, required planning applications, and supporting required documents. The concept plan has since been revised based on the comments received, and the version included in this report reflects the feedback provided through that process.

Through the pre-consultation process, Township staff also confirmed that although the Site will function as one comprehensive development, zoning regulations are to be applied from the future limits of each individual unit “lot”. This direction was provided on the understanding that a future Draft Plan of Condominium application is to follow in which Parcel of Tied Lands will be created. Accordingly, the draft Zoning By-law Amendment has been prepared to reflect this direction.

1.4 Surrounding Land Uses

Brief descriptions of the surrounding land use are provided below, followed by current photographs (see **Figure 2**).

North: The lands to the north of the subject site consist primarily of an established low-density residential neighbourhood characterized by one-storey single-detached bungalow dwellings. Further to the northeast, along Canborough Street, are several institutional and municipal uses, including the West Lincoln Fire Station No. 1 and the Township of West Lincoln Municipal Offices, which serve the broader Smithville community. The north lot line directly abuts the existing rear yards of five single detached dwelling lots.

East: Immediately east of the subject site is an existing two-storey apartment building, representing a higher-density residential form within the area. Beyond this apartment building, the surrounding lands are predominantly developed with single-detached dwellings ranging from one to two storeys in height. The Smithville Animal Hospital is also located in the vicinity, situated at the southeast corner of Port Davidson Road and Townline Road. The east lot line directly abuts the existing vehicular drive aisle which provides access to the two storey multiple dwelling building.

West: The lands immediately west of the subject site are developed with existing one-storey single-detached dwellings that front onto Townline Road. The west lot line direction abuts the side lot interface of one single family dwelling lot.

South: The Site fronts onto Townline Road. Lands located on the south side of Townline Road, opposite the Site, are currently vacant. This vacant land pattern generally continues further south beyond Townline Road, with limited existing development in the immediate area. The lands located southwest of the Site, on the opposite side of Townline Road, are occupied by a number of

institutional and community-serving uses. These include Cairn Christian School, Smithville Christian High School, and the Smithville Christian Reformed Church.

Image 1: Single detached homes along Killins Street

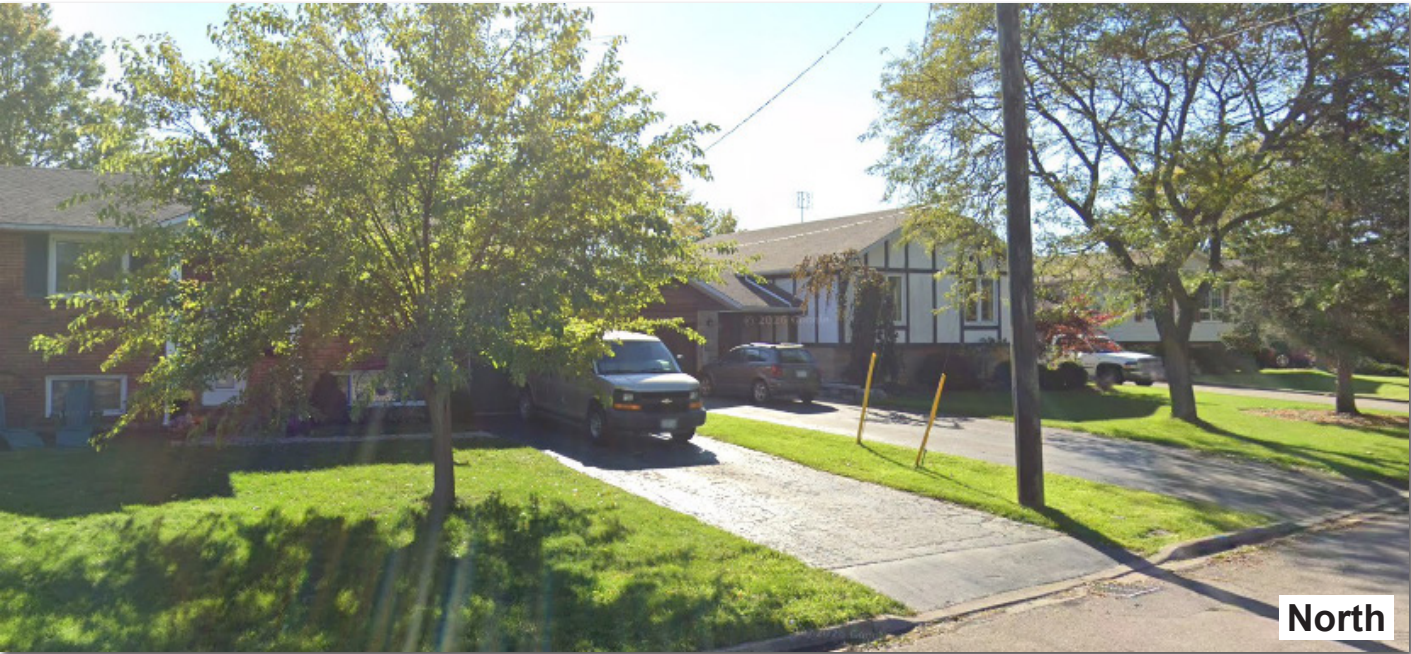


Image 3: Smithville Animal Hospital



Image 2: West Lincoln Fire Station No. 1 & Township of West Lincoln Municipal Office



Image 4: Two storey apartment building along Townline Road



Image 5: Single detached homes along Townline Road



Image 7: Undeveloped land south of the Site



Image 6: Smithville Christian High School



1.5 Transportation Context

As identified on Schedule J1 of the Niagara Official Plan, Townline Road (Regional Road 14) is under the jurisdiction of the Niagara Region. Furthermore, Schedule F of the Official Plan designates Townline Road as an Arterial Road. Townline Road is a two-lane right-of-way, providing vehicular movement in both directions.

Public transit service in West Lincoln is provided through Niagara Region Transit's Microtransit program. Microtransit is an on-demand, shared-ride service intended to serve areas not serviced by conventional fixed-route transit. Users may request trips in real time through the Niagara Transit mobile application or by telephone, selecting their desired pickup location and destination.

The service provides connections from West Lincoln to designated service areas throughout Niagara Region, as well as transit hubs located in Port Colborne, St. Catharines, and Welland. While local transportation within West Lincoln is not provided, the Microtransit service offers the community access to the broader regional transit network.

Unlike conventional transit services, Microtransit does not operate on fixed routes or schedules. Pickup locations are assigned based on availability, and trips may include multiple passengers and stops. Rides may be booked on demand or up to seven days in advance.

1.6 Community Context

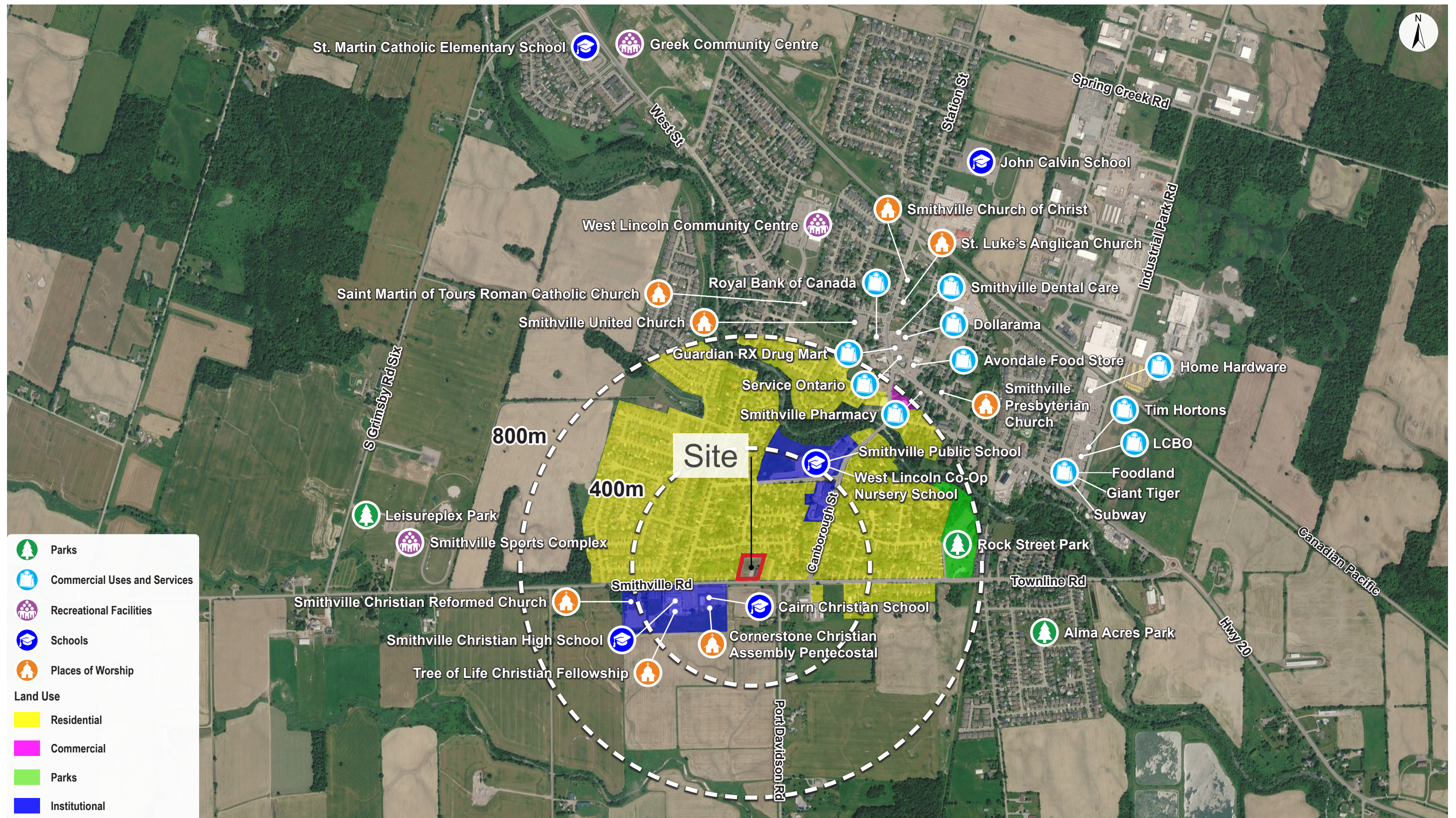
Table 1 focuses on the location and proximity of commercial services and uses, parks and community facilities, schools, and places of worship from the Site. The majority of commercial goods and services serving the area are concentrated northeast of the Site along Giffin Street North and St. Catharines Street. These corridors contain a diverse range of commercial uses, including retail stores, restaurants, personal service establishments, financial institutions, and other everyday services. Several notable businesses and services located within these corridors are identified in the "Commercial Uses and Services" section of the table below. **Figure 3** illustrates the location of the services and land uses identified in **Table 1** relative to the Site.

Table 1 – Community Context

	Distance from the Site
Commercial Uses and Services	
Smithville Pharmacy	±840 metres
Avondale Food Store	±860 metres
Service Ontario	±900 metres
Guardian RX Drug Mart	±920 metres
Royal Bank of Canada	±950 metres
Dollarama	±975 metres

	Distance from the Site
Smithville Dental Care	±975 metres
Subway	±1.1 kilometres
Giant Tiger	±1.2 kilometres
LCBO	±1.2 kilometres
Tim Hortons	±1.2 kilometres
Foodland	±1.3 kilometres
Home Hardware	±1.3 kilometres
Parks & Recreational Facilities	
Rock Street Park	±700 metres
West Lincoln Community Centre	±995 metres
Alma Acres Park	±1.0 kilometre
Smithville Sports Complex / Leisureplex Park	±1.2 kilometres
Greek Community Centre	±1.8 kilometres
Schools	
Cairn Christian School	±70 metres
Smithville Christian High School	±200 metres
Smithville Public School	±390 metres
West Lincoln Co-Op Nursery School	±390 metres
John Calvin School	±1.5 kilometres
St. Martin Catholic Elementary School	±1.9 kilometres
Places of Worship	
Cornerstone Christian Assembly Pentecostal	±70 metres
Tree of Life Christian Fellowship	±200 metres
Smithville Christian Reformed Church	±450 metres
Smithville Presbyterian Church	±865 metres
Smithville United Church	±925 metres
Saint Martin of Tours Roman Catholic Church	±925 metres
St. Luke's Anglican Church	±1.0 kilometre
Smithville Church of Christ	±1.1 kilometres

The Site is well situated within the urban area of Smithville and is in close proximity to a wide range of commercial services, community facilities, parks, schools, and places of worship. Residents will have convenient access to everyday needs, including grocery stores, pharmacies, financial institutions, restaurants, and personal services, most of which are located within approximately 1.3 kilometres of the Site. In addition, several parks, recreational facilities, educational institutions, and community gathering places are located within walking and cycling distance, supporting the development of a complete and connected community and reducing the need for longer vehicle trips to access daily services and amenities.



2. Proposed Redevelopment

The proposed development consists of a 22-unit townhouse development comprised of four townhouse blocks. The development includes two 6-unit blocks and two 5-unit blocks, with all buildings being two storeys in height (**Figure 4**).

To enhance the streetscape and provide an attractive public presence along Townline Road, the end units within Buildings One (1) and Two (2), which are located closest to the public road frontage, have been designed as dual-frontage units, allowing them to present active façades toward both the internal private roadway and the Townline Road.

Vehicular access to the development is provided by a single private driveway connection from Townline Road, which extends into the site and forms a T-shaped internal private road. Buildings One (1) and Two (2) are oriented toward the internal drive aisle, while Buildings Three (3) and Four (4) are situated toward the rear of the property.

Parking for residents is provided at a rate of two spaces per unit, consisting of tandem driveway and garage parking. In addition, a centralized parking area provides six (6) visitor parking spaces and two (2) accessible parking spaces for residents and guests.

Each townhouse unit is provided with a private rear yard amenity area, offering dedicated outdoor space for residents. A 1.5-metre-wide planting strip with perimeter fencing is provided along the perimeter of the property to assist with landscaping and buffering. As the future Parcels of Tied Land will extend to the perimeter of the Site, a perimeter easement will be established through the condominium process to accommodate the planting strip and facilitate its ongoing maintenance as a coordinated landscape feature for the overall development.

As previously mentioned, Township staff confirmed that, although the Site will function as one comprehensive development, zoning regulations are to be applied to each future individual unit “lot”. This approach reflects the future Draft Plan of Condominium, which will create Parcels of Tied Land. Accordingly, the draft Zoning By-law Amendment has been prepared to reflect this direction.

2.1 Required Planning Applications

An Official Plan Amendment is required to redesignate the Site from Institutional to Medium Density Residential. The existing Institutional designation does not permit townhouse dwellings. The proposed Medium Density Residential designation permits townhouse development and supports the proposed density, which falls within the density range contemplated by the designation.

A Zoning By-law Amendment is required to rezone the Site from the Institutional (I) Zone to the Residential Medium Density (RM3) Zone. The current Institutional zoning does not permit

townhouse dwellings, whereas the RM3 Zone permits residential forms, including street townhouse dwellings.



As confirmed through the pre-consultation process, although the proposal will function as a single comprehensive townhouse development, the zoning regulations must be evaluated based on the future property boundaries of each individual freehold unit lot created. As a result, certain zoning provisions are measured from the future internal lot lines rather than the exterior limits of the overall Site. While the proposed development generally satisfies the applicable setbacks when assessed from the exterior boundaries of the Site, the application of future internal lot lines results in some lots having technical deficiencies related to lot area, exterior side yard, and lot coverage. Accordingly, the site-specific zoning amendments to the RM3 Zone are as follows:

- **Minimum Lot Area (per dwelling unit):** Minimum 170 square metres per dwelling unit, whereas a minimum of 180 square metres per dwelling unit is required.
- **Minimum Exterior Side Yard:**
 - 0.0 metres for a lot abutting an internal private drive aisle or internal parking area;
 - 1.5 metres where the exterior side yard of a lot is located between internal dwellings and does not face an external lot line of the overall site; and,
 - 3.0 metres otherwise.
- **Maximum Lot Coverage:** Maximum 56%, whereas a maximum of 50% is permitted.

3. Supporting Studies

3.1 Archaeological Assessment (Detritus Archaeology Ltd.)

Township staff have identified a Stage 1 Archaeological Assessment as a requirement of the concurrent OPA and ZBA planning approval process. Planning Services has confirmed that the concurrent applications processing may proceed while the assessment is being completed however, staff will not advance a Recommendation Report until the archaeological assessment has been finalized. In addition, the associated Ministry clearance letter will be required as part of the Development Agreement, which will be addressed through the subsequent Site Plan Approval process.

A Stage 1 Archaeological Assessment is currently being undertaken by Detritus Archaeological Ltd. The completed assessment will be submitted to the Township as soon as it is available, followed by the Ministry clearance letter once issued by the Province.

3.2 Functional Servicing Report (LandSmith Engineering & Consulting Ltd.)

The Functional Servicing Report (FSR), prepared by LandSmith Engineering & Consulting Ltd., assesses the servicing requirements associated with the proposed redevelopment of the subject lands for 22 townhouse dwelling units. The report reviews the availability and capacity of municipal water and sanitary infrastructure and establishes a stormwater management strategy for the proposed development.

The FSR concludes that the proposed development can be appropriately serviced by existing municipal infrastructure. Water servicing is proposed through a new 150 mm watermain connection to the existing watermain on Smithville Road, which is anticipated to provide sufficient capacity to accommodate domestic and fire-flow demands. The report recommends that the existing watermain be tested prior to development to confirm current available pressures.

Sanitary servicing is proposed through a new 200 mm sanitary sewer connecting to the existing sanitary system on Smithville Road. The report estimates a peak sanitary flow of approximately 0.746 L/s and concludes that the proposed service and existing sanitary sewer along Smithville Road have sufficient capacity to accommodate the development. The report also notes broader capacity considerations associated with the downstream Smithville Sanitary Pumping Station and trunk sewer, which have been identified for future upgrades to accommodate community growth.

Stormwater management will maintain the site's existing split drainage pattern, with runoff directed toward the Smithville Road roadside ditch and the existing catch basin northeast of the site. Underground Aquabox storage systems, providing approximately 210 cubed metres of storage, are proposed to control post-development runoff to at or below pre-development levels for storm events up to and including the 100-year event. Stormwater quality will be addressed through a treatment-train approach designed to achieve Enhanced protection and 80% long-term total suspended solids removal.

Overall, the FSR concludes that the proposed development can be adequately serviced in accordance with the Township of West Lincoln's requirements, subject to the detailed servicing and stormwater management measures identified in the report.

4. Planning Policy Framework and Analysis

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

Section 2 of the *Planning Act* sets out matters of Provincial Interest to be considered when fulfilling responsibilities under the Act. **Table 2** below quotes the subsections of Section 2 of the *Planning Act*, followed by a response, i.e., if the matter is applicable or how the matter is considered/addressed.

Table 2 - Matters of Provincial Interest (Section 2, *Planning Act*)

Section 2: Planning Act - Provincial Interest	PJR Response
<i>(a) the protection of ecological systems, including natural areas, features and functions;</i>	This is non-applicable as there are no ecological systems present on the Site.
<i>(b) the protection of the agricultural resources of the Province;</i>	This is non-applicable as the Site is designated Urban Area.
<i>(c) the conservation and management of natural resources and the mineral resource base;</i>	This is non-applicable as there are no natural resources to conserve or manage on the Site.
<i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>	The proposed development is not anticipated to impact any identified features of significant architectural, cultural, historical, archaeological, or scientific interest.
<i>(e) the supply, efficient use and conservation of energy and water;</i>	Water and energy will be used efficiently on the Site.
<i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i>	Communication, transportation, sewage and water services and waste management systems will be provided and efficiently used on the Site.
<i>(g) the minimization of waste;</i>	Waste to be minimized.
<i>(h) the orderly development of safe and healthy communities;</i>	The proposed redevelopment of the Site is compatible with the neighbourhood's existing built form and ensures that future land uses surrounding the Site can develop in an orderly and safe fashion.
<i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>	The proposed development will be designed in accordance with applicable accessibility requirements and standards under the Ontario Building Code and other applicable legislation.
<i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i>	Within the Smithville, there are adequate educational, health, social, cultural and recreational facilities are available and adequately distributed.

Section 2: Planning Act - Provincial Interest	PJR Response
<i>(j) the adequate provision of a full range of housing, including affordable housing;</i>	The proposed redevelopment includes townhouse units providing a different type of housing within the area and overall diversifying Smithville's housing stock.
<i>(k) the adequate provision of employment opportunities;</i>	Employment opportunities are adequately provided within Niagara Region.
<i>(l) the protection of the financial and economic well-being of the Province and its municipalities;</i>	There is to be no negative impact on the financial and economic well-being of the Province and its municipalities through the proposed redevelopment.
<i>(m) the co-ordination of planning activities of public bodies;</i>	Through the City's processes, the co-ordination of public bodies will take place to ensure efficiency, avoid duplication, and integrate provincial and municipal planning objectives.
<i>(n) the resolution of planning conflicts involving public and private interests;</i>	City processes are in place to manage land use and development, ensuring that public interests are balanced with private interests.
<i>(o) the protection of public health and safety;</i>	City processes are in place to protect public health and safety.
<i>(p) the appropriate location of growth and development;</i>	The Site is designated for growth and development, and the proposed intensification is appropriate.
<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The proposed intensification on the Site is designed to be sustainable and respect the needs of pedestrians. Smithville is serviced by public transit is provided through on-demand service.
<i>(r) the promotion of built form that,</i> <i>(i) is well-designed,</i> <i>(ii) encourages a sense of place, and</i> <i>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	The proposed redevelopment achieves intensification goals as well as high quality design.
<i>(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.</i>	The proposed development supports a compact and efficient residential form that contributes to sustainable community development and responds to evolving environmental considerations.

Based on the foregoing, the proposed OPA and ZBA applications have regard for the matters of provincial interest set out by the *Planning Act*.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) is issued under the authority of Section 3(1) of the *Planning Act*. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters be consistent with the PPS.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Policy 2.1.6 states that planning authorities should support the achievement of complete communities by:

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

[...]

Moreover, Policy 2.2.1 seeks to provide a range and mix of housing options and densities to meet current and future housing needs through the following:

[...]

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Relevance to the Site: The proposed development is consistent with Chapter 2 of the Provincial Planning Statement. The redevelopment of an underutilized institutional property for a 22-unit townhouse development will increase the local housing supply and provide an additional medium-density housing option within the Smithville Urban Settlement Area. The Site is located within an established community with access to existing municipal services, community facilities, schools, parks, and Niagara Region Transit's Microtransit service, supporting the development of a complete community.

The proposal represents an efficient use of land, infrastructure, and public service facilities through residential intensification within the built-up area. The compact townhouse form contributes to housing choice and aligns with the PPS objective of directing growth to serviced settlement areas.

Chapter 3: Infrastructure and Facilities

Policy 3.1.2 and the following policies provide direction regarding the planning and development of infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

Policy 3.6.1 provides direction regarding the planning of sewage and water services to support development:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process;*

- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply;*

[...]

Policy 3.6.2 establishes municipal sewage and water services as the preferred servicing approach for development within Settlement Areas:

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Relevance to the Site: The proposed development optimizes the use of existing infrastructure, public service facilities, and municipal services, supporting the efficient use of land and resources. The proposal also represents the adaptive re-use of lands within the built-up area, reducing the need for expansion into non-urban lands.

The development will be serviced by existing municipal water and wastewater systems, promoting the efficient use and optimization of municipal servicing infrastructure within Settlement Areas. The submitted Functional Servicing Report prepared by LandSmith Engineering & Consulting Ltd. confirms that adequate municipal servicing capacity is available to accommodate the proposed development and that the proposal can be integrated with existing infrastructure in a manner that supports forecasted growth, protects public health and the environment, and aligns with municipal servicing objectives.

4.3 Niagara Official Plan (2022)

The 2022 Niagara Region Official Plan (ROP), adopted by Regional Council on June 23 2022, provides a planning framework to 2051 and beyond. While the Region of Niagara's planning authority transitioned to the Township of West Lincoln (and other municipalities) on March 31, 2025, a review of the Regional Official Plan is provided.

Chapter 2 – Growing Region

This section establishes Niagara's growth management framework by directing where and how growth will occur, including the allocation of population and employment growth, land needs, and settlement area planning.

The Site is located within the Delineated Built-Up Area and Settlement Area, as identified on Schedule B – Regional Structure of the Niagara Official Plan (**Figure 5**).

Section 2.2, Regional Structure, establishes that the majority of growth and development is to occur within urban areas where municipal water and wastewater services exist or are planned, and where a range of transportation options can be provided. The Regional Structure policies recognize that strategically directing growth through a balanced mix of built forms contributes to the creation of complete communities and supports sustainable land use patterns that enhance infrastructure adaptability in response to climate change.

Relevance to the Site: The proposed development is located within the Delineated Built-Up Area and Settlement Area, where growth is planned and encouraged to occur. The development utilizes existing municipal infrastructure and contributes to the efficient use of land and services within the urban area. By introducing a medium-density residential built form, the proposal supports a balanced mix of housing options and contributes to the development of a complete community.

- BASE MAP LEGEND**
- Settlement Areas
 - Provincial Road
 - Regional Road
 - Railway
 - Major Watercourses
 - Welland Canal
 - ✈ Airport
 - ✈ Aerodrome
 - ✈ International Crossing
 - Municipal Boundaries
 - ▨ Niagara Escarpment Plan Area

CITY OF
HAMILTON

Site

SCHEDULE B - LEGEND

Urban Area Designations

- ▨ Delineated Built-Up Area
- ▨ Designated Greenfield Area

Strategic Growth Areas

- ▨ Urban Growth Centre
- ▨ Protected Major Transit Station Area
- ▨ Regional Growth Centre
- ▨ District Plan Area
- ▨ Rural Settlements
- ▨ Employment Areas
- TransCanada Pipeline
- Enbridge Pipeline
- ▲ TransCanada Compressor Station
- ▼ Enbridge Facility



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group

Niagara Region Official Plan - Regional Structure

Source: Niagara Region Official Plan, Schedule B - Regional Structure (2022)

Figure

5

Table 3 assesses how the proposed development conforms to Policy 2.2.1 with respect to managing and supporting forecasted growth.

Table 3 – Policies for Managing and Supporting Growth

Policy	PJR Response
a) <i>the intensification targets in Table 2-2 and density targets outlined in this Plan;</i>	The proposed townhouse development contributes to residential intensification within the settlement area and provides an efficient use of serviced urban land.
b) <i>a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;</i>	The development provides a compact residential built form within an established urban area with access to community services, schools, parks, and transportation infrastructure.
c) <i>a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs;</i>	The proposal introduces townhouse dwellings, expanding the range of housing options available within Smithville Settlement Area.
d) <i>social equity, public health and safety, and the overall quality of life for people of all ages, abilities, and incomes by expanding convenient access to:</i> i. <i>a range of transportation options, including public transit and active transportation;</i> ii. <i>affordable, locally grown food and other sources of urban agriculture;</i> iii. <i>co-located public service facilities; and</i> iv. <i>the public realm, including open spaces, parks, trails, and other recreational facilities;</i>	The Site benefits from access to public services, recreational facilities, and other community amenities that support quality of life.
e) <i>built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in</i>	The development promotes efficient land use and makes use of existing municipal water, wastewater, and transportation infrastructure.

Policy	PJR Response
<i>infrastructure to support the financial well-being of the Region and Local Area Municipalities;</i>	
<i>f) opportunities for transit-supportive development pursuant to Policies 2.2.2.17, 2.2.2.18 and 2.2.2.19;</i>	The proposed development is located within the urban area where on-demand transportation options are available and can be enhanced over time
<i>g) opportunities for intensification, including infill development, and the redevelopment of brownfields and greyfield sites;</i>	The development represents the redevelopment of an underutilized institutional property within the settlement area for residential purposes.
<i>h) opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;</i>	The proposed two-storey townhouse form provides an appropriate level of gentle density while maintaining compatibility with the surrounding low-rise residential neighbourhood.
<i>i) the development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas;</i>	The proposed development contributes to a broader mix of residential housing forms within Smithville and is compatible with surrounding residential uses
<i>j) conservation or reuse of cultural heritage resources pursuant to Section 6.5;</i>	No cultural heritage resources have been identified on the Site that would be impacted by the proposed development.
<i>k) orderly development in accordance with the availability and provision of infrastructure and public service facilities; and</i>	The proposal represents orderly urban development and will be supported by existing municipal services and infrastructure.
<i>l) mitigation and adaptation to the impacts of climate change by:</i> <i>i. protecting natural heritage features and areas, water resource systems, and other components of the Region's natural environment system pursuant to Section 3.1;</i> <i>ii. where possible, integrating green infrastructure and low impact development into the design and</i>	The proposed development supports compact urban growth, efficient infrastructure use, and opportunities for landscaping and sustainable site design measures.

Policy	PJR Response
<i>construction of public service facilities and private development; and</i> <i>iii. promoting built forms, land use patterns, and street configurations that improve community resilience and sustainability, reduce greenhouse gas emissions, and conserve biodiversity.</i>	

Furthermore, Policy 2.3.1.1 encourages the development of a range and mix of housing densities, lot and unit sizes, and housing types throughout settlement areas, as it states:

The development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned for throughout settlement areas to meet housing needs at all stages of life.

Residential intensification is also encouraged through Policy 2.3.1.4, new residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by:

- a) facilitating compact built form; and*
- b) incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development.*

As identified in Table 2-2 of the Regional Official Plan, the Township of West Lincoln has a minimum residential intensification target of 1,130 units between 2021 and 2051.

Relevance to the Site: The proposed development supports the Region's growth and housing objectives by contributing 22 townhouse units toward West Lincoln's minimum residential intensification target of 1,130 units between 2021 and 2051. As a medium-density housing form within the Smithville Urban Settlement Area, the development expands the range and mix of housing options available to current and future residents. The proposal also promotes a compact built form through the efficient use of serviced urban land and supports the Region's climate change objectives by directing growth to existing settlement areas where municipal infrastructure and services are already available.

Chapter 3 – Sustainable Region

Chapter 3 establishes policies to enhance the sustainability and resilience of the Region's built and natural environments through the protection of natural heritage features and ecological functions.

As identified on the Regional Official Plan schedules, the Site is located within a Highly Vulnerable Aquifer area on Schedule C3 – Key Hydrologic Areas Overlay (**Figure 6**) and within the Lake Ontario Watershed on Schedule D – Tertiary and Quaternary Watersheds (**Figure 7**). These designations are recognized and have been considered through the development process. However, the Schedules do not identify any additional natural heritage features, key hydrologic features, or environmental constraints on the Site that would preclude or restrict the proposed development. Accordingly, the Site remains suitable for the proposed urban development.

Chapter 5 – Connected Region

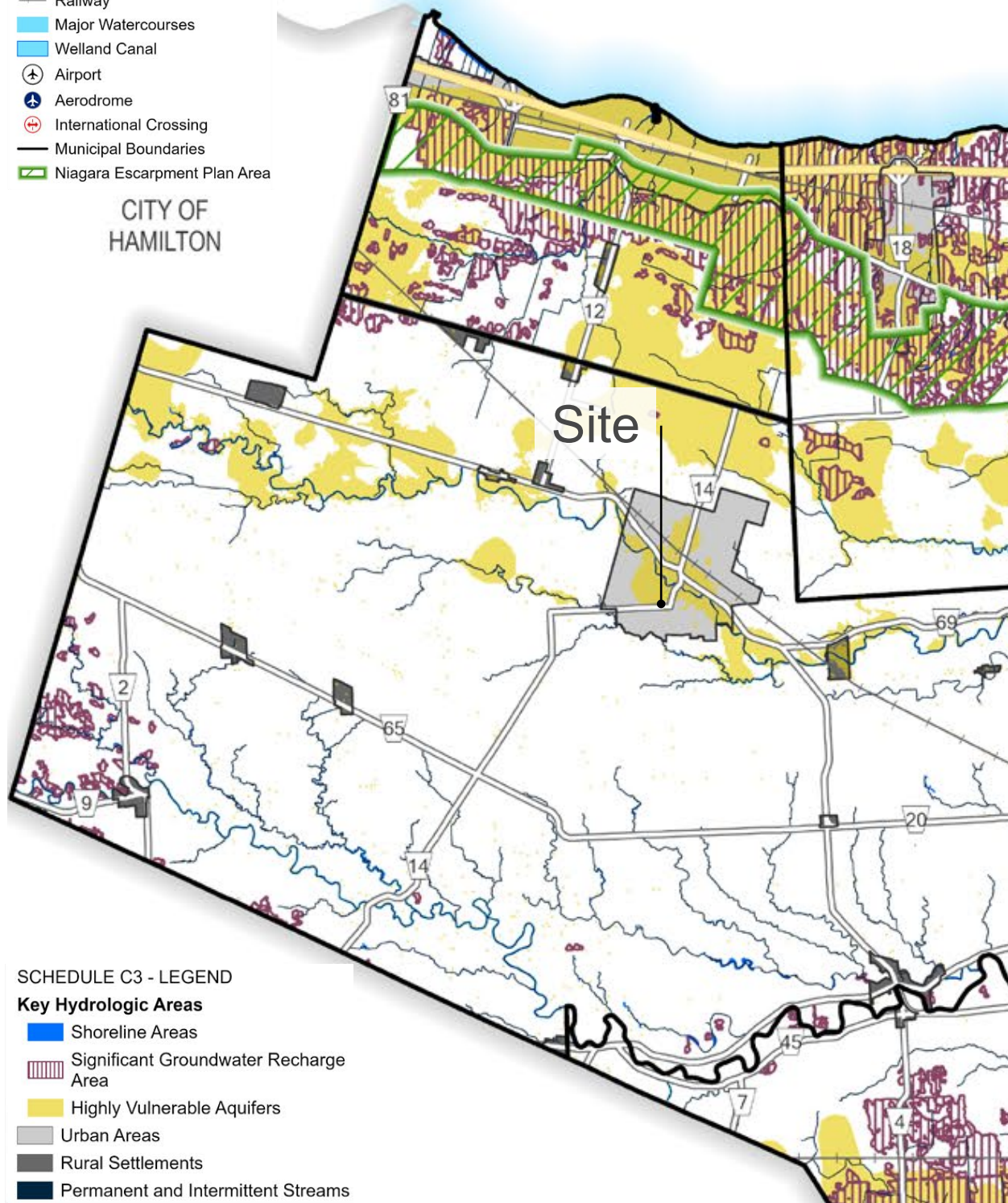
This chapter provides policy direction for infrastructure, transportation, services, trails, and open spaces to support growth, sustainability, climate resilience, and connectivity within and between Region's communities.

The Site is identified as a Regional Road on Schedule J1 – Transportation Infrastructure (**Figure 8**) and forms part of the Strategic Cycling Network on Schedule J2 – Strategic Cycling Network (**Figure 9**).

From a public transit standpoint, Policy 5.1.2.4 encourages the provision of demand-responsive transit services within lower-density areas where feasible, supporting transportation choice and connectivity within the community.

- BASE MAP LEGEND**
- Settlement Areas
 - Provincial Road
 - Regional Road
 - Railway
 - Major Watercourses
 - Welland Canal
 - ✈ Airport
 - ✈ Aerodrome
 - ✈ International Crossing
 - Municipal Boundaries
 - ▨ Niagara Escarpment Plan Area

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SCHEDULE C3 - LEGEND

Key Hydrologic Areas

- Shoreline Areas
- ▨ Significant Groundwater Recharge Area
- Highly Vulnerable Aquifers
- Urban Areas
- Rural Settlements
- Permanent and Intermittent Streams



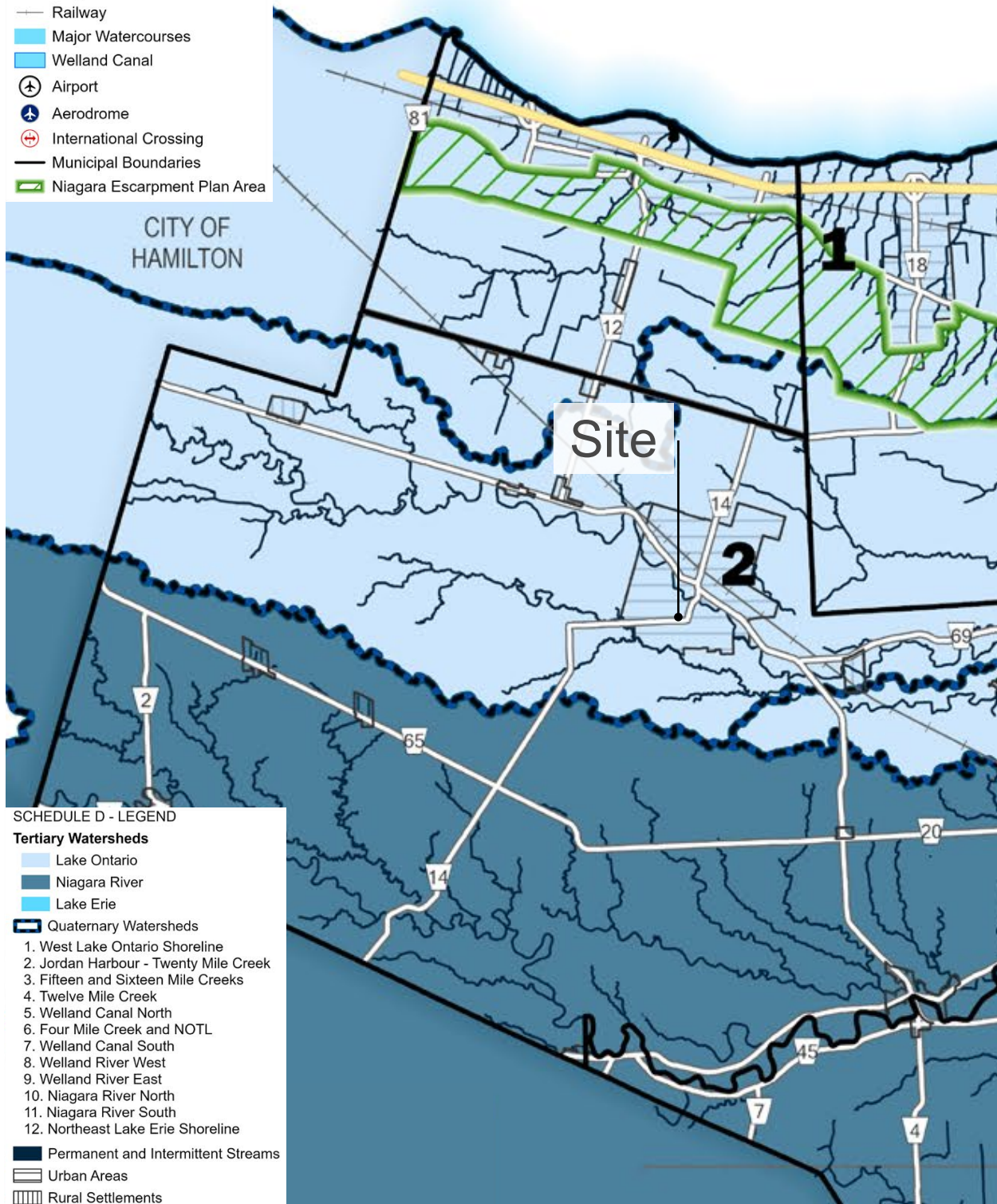
**Niagara Region Official Plan -
Key Hydrologic Areas Overlay**

Source: Niagara Region Official Plan,
Schedule C3 - Key Hydrologic Areas Overlay (2022)

Figure

6

BASE MAP LEGEND	
	Settlement Areas
	Provincial Road
	Regional Road
	Railway
	Major Watercourses
	Welland Canal
	Airport
	Aerodrome
	International Crossing
	Municipal Boundaries
	Niagara Escarpment Plan Area



SCHEDULE D - LEGEND	
Tertiary Watersheds	
	Lake Ontario
	Niagara River
	Lake Erie
Quaternary Watersheds	
1. West Lake Ontario Shoreline	
2. Jordan Harbour - Twenty Mile Creek	
3. Fifteen and Sixteen Mile Creeks	
4. Twelve Mile Creek	
5. Welland Canal North	
6. Four Mile Creek and NOTL	
7. Welland Canal South	
8. Welland River West	
9. Welland River East	
10. Niagara River North	
11. Niagara River South	
12. Northeast Lake Erie Shoreline	
	Permanent and Intermittent Streams
	Urban Areas
	Rural Settlements



Niagara Region Official Plan - Tertiary and Quaternary Watersheds

Source: Niagara Region Official Plan,
Schedule D - Tertiary and Quaternary Watersheds (2022)

Figure

7

- BASE MAP LEGEND**
- Settlement Areas
 - Provincial Road
 - Regional Road
 - Railway
 - Major Watercourses
 - Welland Canal
 - Airport
 - Aerodrome
 - International Crossing
 - Municipal Boundaries
 - Niagara Escarpment Plan Area

CITY OF
HAMILTON

Site

SCHEDULE J1 - LEGEND

- Proposed Higher Order Transit Station
- Planned Higher Order Transit Station
- Proposed Higher Order Transit Station
- Airport Area of Influence
- Port
- Port Robinson Ferry
- Niagara Parks Commission Road
- Future Regional Road
- Local Road
- Conceptual Planned Corridor
- Conceptual Planned Interchange
- Rural Settlements
- Urban Areas



Niagara Region Official Plan - Transportation Infrastructure

Source: Niagara Region Official Plan,
Schedule J1 - Transportation Infrastructure (2022)

Figure

8

BASE MAP LEGEND

- Settlement Areas
- Provincial Road
- Regional Road
- Railway
- Major Watercourses
- Welland Canal
- Airport
- Aerodrome
- International Crossing
- Municipal Boundaries
- Niagara Escarpment Plan Area

CITY OF
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Site

SCHEDULE J2 - LEGEND

- Strategic Cycling Network
- Province-wide Cycling Network
- GO Transit Stop
- Port Robinson Ferry
- Future Regional Road
- Local Road
- Urban Areas
- Rural Settlements



Niagara Region Official Plan - Strategic Cycling Network

Source: Niagara Region Official Plan,
Schedule J2 - Strategic Cycling Network (2022)

Figure

9

Moreover, Policy 5.1.5.1 provides for the dedication of lands required for Regional road widenings and the completion of associated survey documentation as conditions of development approval. The Site located along a Regional Road with a planned right-of-way width of 26.2 metres, as identified on Schedule M – Road Widenings.

Relevance to the Site: The proposed development provides additional residential housing within the Smithville Urban Area on lands fronting a Regional Road and located within the Strategic Cycling Network. Public transit service in West Lincoln is provided through Niagara Region Transit's Microtransit program, encouraging demand-responsive transit services in lower-density communities. The development will contribute to a more compact settlement pattern that can support existing and future transportation options, including active transportation and transit services. Furthermore, the required regional road widening associated with the planned 26.2 metre right-of-way has been confirmed with regional staff and incorporated into the site design. The development also provides the required 6.0 m by 6.0 m daylight triangle to ensure safe access and visibility.

Therefore, the proposed development supports the Region's growth management objectives by providing a compact form of residential intensification within a settlement area, contributes to housing diversification, utilizes existing municipal infrastructure, and promotes the creation of complete and sustainable communities.

4.4 Township of West Lincoln Official Plan

The Township of West Lincoln Official Plan was adopted by Council and approved by the Ontario Municipal Board in 2015. The Official Plan provides the policy framework to guide growth, development, land use, infrastructure, and environmental protection within the Township to the year 2031 and serves as the primary document for evaluating planning and development applications.

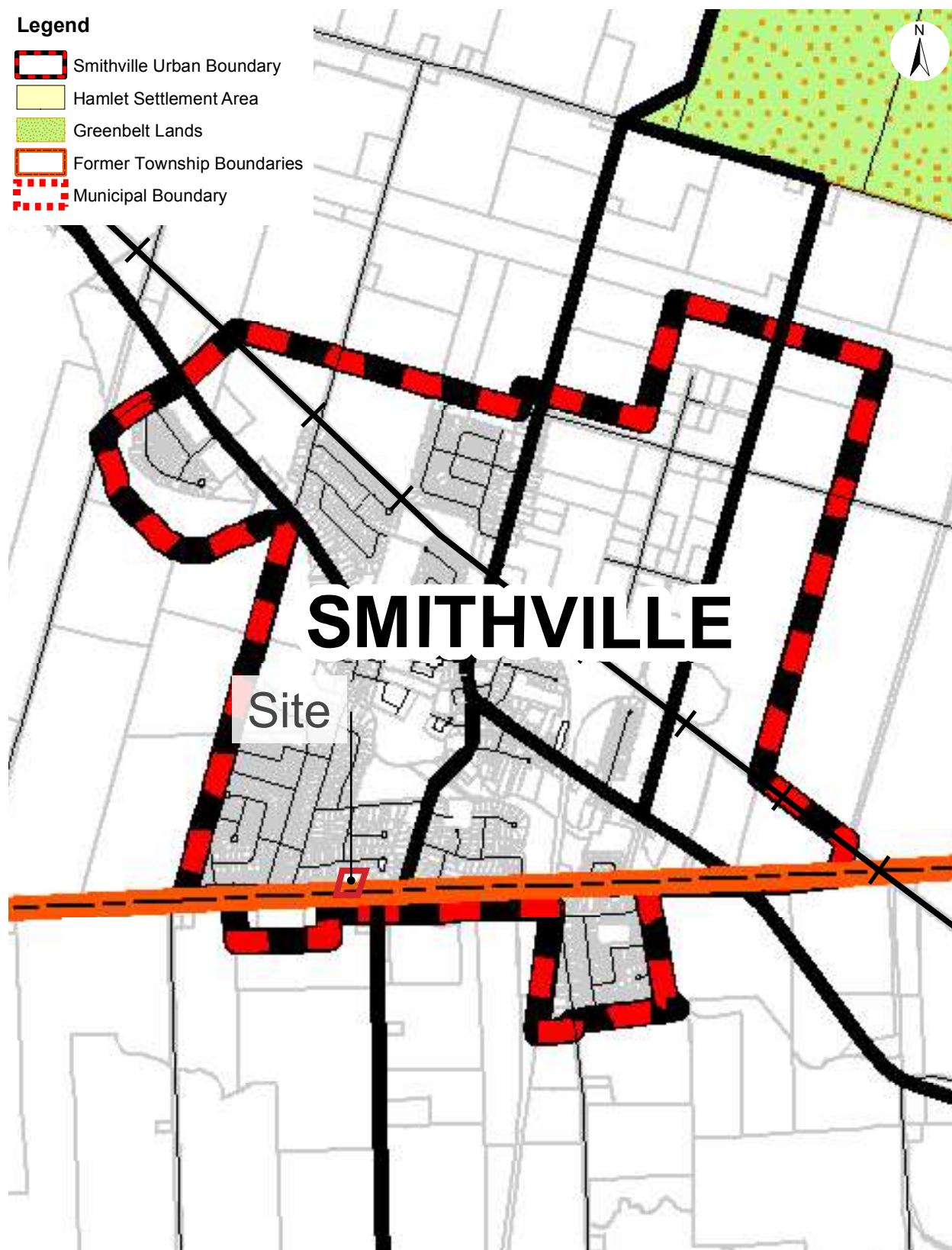
As indicated previously, the proposed development requires an Official Plan Amendment as it seeks to redesignate the Site from Institutional to Medium Density Residential to facilitate the proposed residential townhouse development. The following section provides policy analysis, demonstrating that the proposed amendment is appropriate and conforms with the intent of the Official Plan by evaluating the proposal against the applicable general residential and Medium Density Residential designation policies.

Section 5 – Growth Management

The Site is located within the Smithville Urban Boundary, as identified on Schedule A – Municipal Structure of the Township of West Lincoln Official Plan (**Figure 10**).

Legend

-  Smithville Urban Boundary
-  Hamlet Settlement Area
-  Greenbelt Lands
-  Former Township Boundaries
-  Municipal Boundary



Section 5 of the Official Plan establishes the Township's Growth Management Strategy. Policy 5.1 states that the Settlement Boundaries, as illustrated on Schedule A and further delineated on Schedule B-4 (Smithville), clearly define the limits of urban growth within the Township. These boundaries distinguish areas intended for existing and future urban development from the surrounding agricultural lands. The policy further provides that sufficient land shall be maintained within the Settlement Boundaries to accommodate the Township's anticipated population and employment growth over the 20-year planning horizon of the Official Plan.

Policy 5.2 sets out the Township's growth management objectives, which include the following:

[...]

- b) To develop as a complete, balanced community with a diverse mix of land uses, where residents have the opportunity to live, work and play in their community.*
- c) To ensure an orderly and logical progression of urban development, and an efficient use of land, infrastructure and services.*

[...]

- g) To direct the majority of the population growth to the Smithville Urban Area and a limited amount to the Hamlet Settlement areas.*
- h) To ensure that adequate municipal sewer and water services are available in Smithville to accommodate the Township's projected growth.*
- i) To encourage and facilitate redevelopment, infilling and intensification within the Urban Settlement area of Smithville. Infill is also supported within each of the Hamlet Settlement areas.*

[...]

- k) To accommodate development which protects, conserves and manages the health of the Natural Heritage Systems and other environmental features for current and future generations.*

Relevance to the Site: The proposed development supports the Township's Growth Management Strategy by providing an efficient form of residential intensification within the Smithville Urban Boundary, where the majority of future population growth is intended to occur. The development contributes to a complete and balanced community by adding ground-oriented housing within an established settlement area while making efficient use of existing municipal infrastructure and services. By directing growth to lands within the urban area, the proposal supports infill and intensification objectives and helps accommodate future population growth without requiring expansion into surrounding agricultural lands.

Section 6 – Urban Settlement Area

Settlement Areas within the Township of West Lincoln consist of the Urban Settlement Area of Smithville and several Hamlet Settlement Areas. Section 6.1 of the Official Plan establishes the general residential policies applicable to lands within the Urban Settlement Area.

The Site is designated Institutional on Schedule B-4 – Land Use Plan (Smithville) (**Figure 11**). As per Section 12.3(a) of the Official Plan, accessory residential units associated with an institutional use are permitted however, standalone residential development is not permitted within this designation. As a result, an Official Plan Amendment is required to facilitate the proposed residential development.

A redesignation to Medium Density Residential has been selected as the most appropriate land use designation for the Site as it reflects the proposed form, scale, and density of development while providing an appropriate transition within the surrounding urban context.

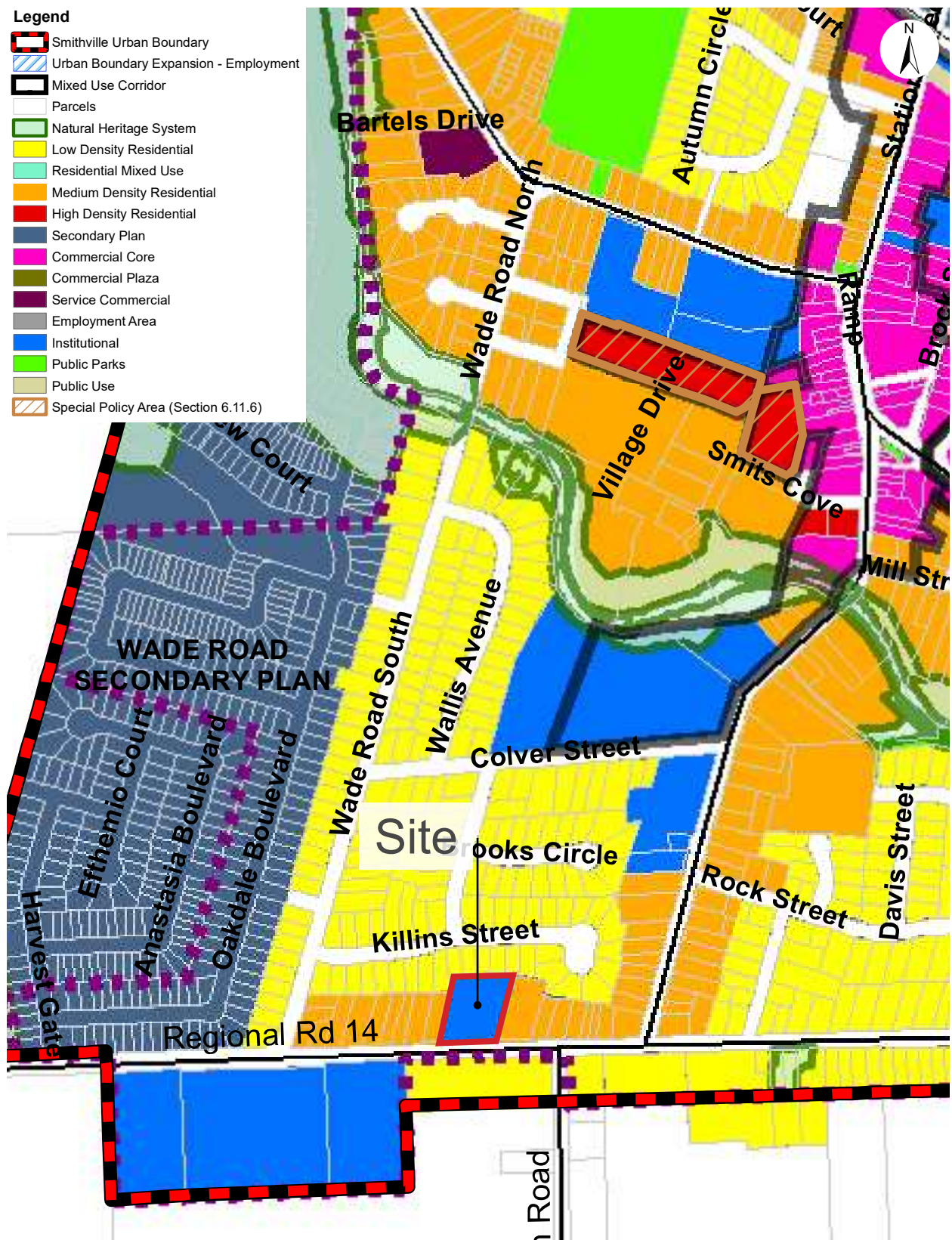
The following analysis assesses the proposed development against the general residential policies and the Medium Density Residential designation policies of the Official Plan.

Section 6.1 – General Residential

Policy 6.1.1 states that the residential designations within the Urban Settlement Area are intended to protect and enhance the existing character of Smithville while accommodating compatible forms of new development and redevelopment that contribute to the quality of life of current and future residents of West Lincoln.

Policy 6.1.2 establishes objectives for residential areas within the Urban Settlement Area, which guide the planning and development of new residential communities and redevelopment opportunities. The objectives are as follows:

- a) To protect and enhance the character and image of the Urban Settlement Area;*
- b) To promote higher density residential development, and mixed use development/redevelopment in appropriate locations in Smithville;*
- c) To encourage and facilitate the production of a range of dwelling types and ownership forms, including housing that is more affordable to the existing and future residents of West Lincoln; and*
- d) To encourage high quality design that is environmentally sustainable and is compatible with the character and image of the adjacent buildings.*



Relevance to the Site: The proposed development represents a compatible form of residential redevelopment within the Smithville Urban Settlement Area that contributes to the efficient use of land while respecting the surrounding neighbourhood context. The proposal supports the objective of promoting higher-density residential development by introducing a compact, ground-oriented townhouse housing form in an appropriate urban location. It also contributes to the provision of a broader range of housing options within Smithville, helping to address the needs of existing and future residents. Furthermore, the development will be subject to detailed design process to ensure a high-quality built form that is compatible with adjacent development and contributes positively to the character and image of the community.

Policy 6.1.4 of the Official Plan addresses the adequacy of municipal services within the Urban Settlement Area and states that:

In all instances of development or redevelopment, the adequacy of municipal services to serve the proposals will be evaluated. All development in the Urban Area of Smithville shall be provided with municipal water and sewer service.

Relevance to the Site: The Functional Servicing Report prepared by LandSmith Engineering & Consulting Ltd. demonstrates that the proposed development can be adequately serviced by existing municipal water and sanitary sewer infrastructure and that sufficient servicing capacity is available to accommodate the development. As such, the proposed development will be connected to full municipal water and wastewater services and will not result in adverse impacts on the municipal servicing system.

Section 6.3 – Medium Density Residential Area (Smithville)

As per Policy 6.3.2(a)(i), townhouse dwellings are a permitted use within the Medium Density Residential designation.

Policy 6.3.3 sets out the following general policies applicable to lands designated Medium Density Residential:

- a) *Medium Density Residential 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.*
- b) *All new Medium Density Residential development shall be subject to Site Plan Control, and shall be compatible with the character and image of the surrounding community.*
- c) *New development within the Medium Density Residential designation shall achieve a gross density of 20 and 40 (inclusive) units per hectare. Infill development may be considered at lower height and density standards where compatibility and design features require lesser standards.*

- d) *Applications to establish a new Medium Density Residential designation within a stable residential neighbourhood shall be evaluated against all criteria of this plan including urban design standards of the Township.*

[...]

Relevance to the Site: The proposed development consists of two-storey townhouse dwellings, which is below the maximum permitted building height of three storeys. The development has been designed to be compatible with the surrounding residential context, and the proposed density of approximately 38 units per hectare falls within the permitted density range of 20 to 40 units per hectare. Furthermore, Schedule B-4 demonstrates that the majority of properties along Townline Road are designated Medium Density Residential, reinforcing the justification for the redesignation for the Site. As a form of medium density housing that provides an efficient use of land while maintaining compatibility with the surrounding neighbourhood, the proposed development conforms to the intent of the Medium Density Residential designation.

Section 6.6 – Design Policies for Residential Neighbourhoods (Smithville)

Policy 6.6.1 identifies the Township's objectives for appropriate design standards, as follows:

- a) *To enhance the livability and physical appeal of Smithville through the quality, layout and attractiveness of the public streetscape and private spaces and buildings.*
- b) *To ensure that development meets Township design criteria.*

[...]

Furthermore, Policy 6.6.2(a) provides design policies and criteria for each development lot or block, including the following:

- i. *Have frontage on a public road; and,*
- ii. *Be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Official Plan or approved by the Township through the adoption of Urban Design Standards.*

Relevance to the Site: The proposal has been designed to provide an attractive and functional residential development through an organized site layout, landscaping, and built form that contributes positively to the streetscape and overall character of the area. In addition, the development fronts onto a public road (Townline Road) and is located on a lot of sufficient size and configuration to accommodate the proposed townhouse blocks, parking areas, landscaping, and amenity spaces in a manner that reflects the planning and urban design objectives of the Official Plan.

Policy 6.6.3 outlines development standards that provide urban design guidance to ensure compatible, safe, accessible, and attractive development that enhances the public streetscape and surrounding community character. The following policies are applicable:

- a) New development shall be compatible with adjacent and neighbouring built form by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.*
- b) To ensure that compatibility is achieved, the implementing Zoning By-law shall establish appropriate setback and yard requirements which recognize the character of the existing build-form.*
- c) For reasons of public safety, the main entrances to homes and multi-residential buildings shall be clearly visible.*
- d) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.*
- e) To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.*
- f) To enhance the quality and safety of the public streetscape, the construction of parking lots which occupy significant proportions of the at-grade frontage of public roads, shall not be permitted.*
- g) Location of Buildings will reinforce the road, land and block pattern by using the following measures:*
 - i. Along the public street, buildings will be aligned parallel to the road;*
 - ii. Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads; and*
 - iii. Buildings located adjacent to, or at the edge of parks and open spaces and other natural features are encouraged to provide visual opportunities for the features.*

Policy 6.6.4 establishes compatibility criteria for infill and redevelopment projects. The following policies provide the framework for evaluating compatibility with surrounding development.

- a) It is a fundamental principle to avoid and/or mitigate any inappropriate interface between buildings and/or uses. The concept of compatible development is of paramount importance throughout Smithville. All development applications shall be reviewed with respect to their compatibility with existing, planned, and/or approved developments.*

- b) *New dwellings within Smithville shall provide a consistent relationship with existing adjacent housing forms and the arrangement of these existing houses on their lot. As such, new dwellings generally shall:*
- i. Provide a building height which reflects the pattern of heights of adjacent housing;*
 - ii. Provide for a similar lot coverage to adjacent housing to ensure that the massing or volume of the new dwelling reflects the scale and appearance of adjacent housing;*
 - iii. Maintain the predominant or average front yard setback for adjacent housing to preserve the streetscape edge, and character;*
 - iv. Provide for similar side yard setbacks to preserve the spaciousness on the street;*
 - v. Provide a built form that reflects the variety of façade details and material of adjacent housing, such as porches, windows, cornices and other details. Exceptions may be granted by zoning by-law amendment for the purposes of sustainability features; and*
 - vi. Provide a limitation on the width of a garage so that the dwelling reflects the façade and character of adjacent housing.*
- c) *On larger infill properties where new streets are created, greater variation from the existing conditions may be considered, provided the development is designed to create a buffer between existing housing and the new dwellings.*
- d) *New residential lots shall provide a consistent relationship with existing adjacent housing lots. As such applications for consent and plan of subdivision shall:*
- i. Be compatible with the established character of lot sizes and frontages of adjacent housing lots for some infill development;*
 - ii. Incorporate a transition area, where possible, so that lots of similar size and character are located adjacent to existing lots for large infill development; and*
 - iii. Create a street pattern, which serves as an extension of the surrounding neighbourhood by providing an interconnected road network where possible.*
- e) *The Township may prepare architectural design guidelines for new and altered buildings to reflect the existing character and compact form of the area including guidance on setbacks, coverage, building massing, building materials and patterns of detailing.*
- f) *Townhouses and other multiple unit dwellings, where proposed for infill purposes, shall be developed as follows:*

- i. Development proceeds by way of an Official Plan Amendment to change the lands to a medium density residential designation and the policies of Section 6.3 are met;*
- ii. The development conforms to the development criteria of Section 6.6.6; and*
- iii. Incorporate a transition area where possible of single detached or semidetached lots as a proposed transition area.*

[...]

- h) Where applicable, applications for intensification development will be required to attend a pre-consultation meeting to determine the studies that will be required [...]*

Relevance to the Site: The proposed development represents an appropriate form of residential intensification and redevelopment that is compatible with the surrounding community. The proposed townhouse dwellings are limited to two storeys in height, which is compatible with the predominantly low-rise residential character of the surrounding area. The development has been designed to provide an appropriate transition to adjacent land uses through its scale, massing, setbacks, landscaping, and site layout, thereby avoiding adverse interface conditions and maintaining compatibility with existing and future development.

The proposal involves an Official Plan Amendment to redesignate the lands from Institutional to Medium Density Residential and has been evaluated against the applicable Medium Density Residential policies. The development has also been designed to satisfy the townhouse development criteria of Section 6.6.6. Given the surrounding mix of residential built forms and the site's location within the Urban Settlement Area, the proposed townhouse development represents a compatible and efficient use of land that contributes to the Township's intensification objectives while respecting the character of the surrounding neighbourhood.

The proposed development has been the subject of pre-consultation with Township staff and is supported by the technical studies required through the development review process.

Policy 6.6.6 provides urban design criteria to guide the form and appearance of townhouse developments which are as follows:

- a) The elevation and design of the townhouses shall provide variation between units, and reinforces common characteristics that visually unite the block.*
- b) Variety in the design of roofs is required to break up the massing of townhouse blocks.*
- c) The massing and built form of townhouse units adjacent to single/semidetached dwellings shall be designed with architectural elements to promote visual integration.*

- d) *Garages shall be accessed from a rear lane. Where they are not, garages are encouraged to be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the dwelling unit.*
- e) *Side and rear elevations visible from public areas and public streets shall have upgraded façade treatments and significant architectural elements.*
- f) *Corner unit designs are encouraged to provide significant corner features such as wrap-around porches, wall articulation, turret or bay windows.*

Relevance to the Site: The proposed development has been designed in accordance with the urban design objectives of Policy 6.6.6. Detailed architectural design will be refined through the Site Plan Approval process however, the proposed built form provides opportunities for varied architectural treatments including façade articulation, and material detailing to create a visual appealing development and streetscape. The two-storey townhouse blocks are appropriately scaled and massed to integrate with the surrounding residential context and provide a compatible transition to adjacent uses.

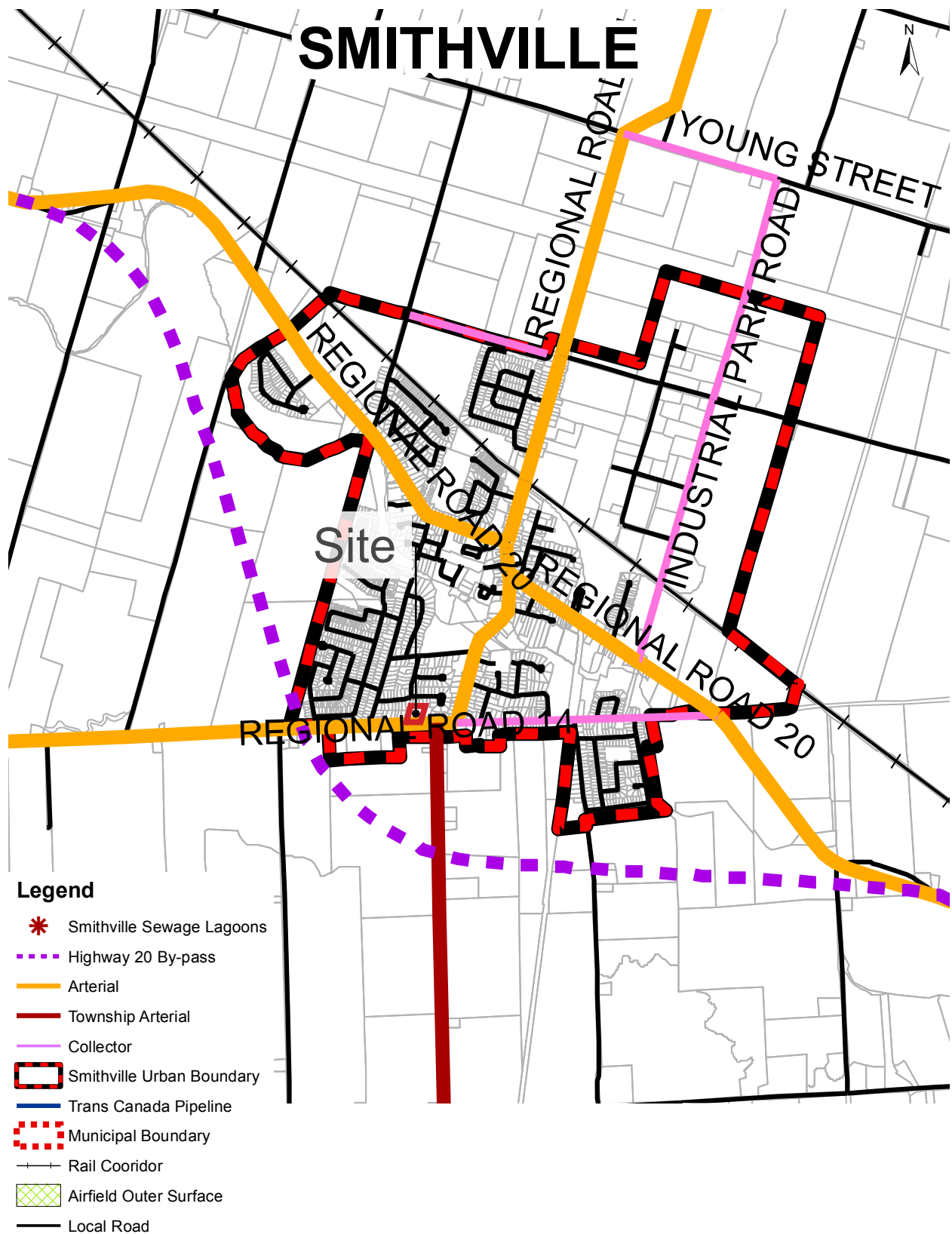
The proposed units incorporate attached garages and have been arranged to minimize visual impacts on the streetscape while maintaining functional site access and landscaping opportunities. Enhanced architectural treatment will be provided on building facades visible from public areas, including corner units to contribute positively to the overall appearance of the development.

Section 14 – Infrastructure and Transportation

Schedule F – Infrastructure & Transportation identifies Townline Road (formerly Highway 14) as an Arterial Road (**Figure 12**). As Townline Road is under the jurisdiction of the Region, it functions as a Regional Arterial Road within the transportation network.

Policy 14.5.2 of the Official Plan outlines the role and function of Regional Arterial Roads and states:

- a) *This road designation applies to roads under the jurisdiction of the Region.*
- b) *The construction, maintenance and design of Regional arterial roads are not subject to the requirements of this Plan. However, the Township shall review any proposed widening, realignments or new construction and 147 advise the Region of any concerns or take other action as necessary.*
- c) *Consideration shall be given, where appropriate, to reducing the number of driveways along Regional arterial roads through the provision of service roads, shared driveways, and common off street parking areas.*



Township of West Lincoln Official Plan -
Infrastructure & Transportation

Source: Township of West Lincoln Official Plan,
Schedule F - Infrastructure & Transportation (2018)

Figure

12

d) Reverse lotting shall be discouraged and only permitted where there is no other alternative.

Relevance to the Site: The Site fronts onto Townline Road, which is identified as a Regional Arterial Road under the jurisdiction of the Region. The proposed development recognizes the function of Townline Road as a regional transportation corridor and has been designed to provide a single consolidated access point rather than multiple individual driveway connections, thereby minimizing access impacts. The proposal does not involve any changes to the Regional road network beyond the required road widening or frontage improvements that have been identified through the development review process and coordinated with the Region. Furthermore, the development does not involve reverse lotting and has been designed to provide an appropriate relationship between the proposed townhouse dwellings and the adjacent public road.

Therefore, the proposed Official Plan Amendment to redesignate the lands from Institutional to Medium Density Residential can be supported and will conform with the Official Plan. The Site is located within the Smithville Urban Settlement Area, where residential growth is encouraged, and the proposed townhouse development provides a compatible form of medium density housing that makes efficient use of existing municipal services. The redesignation also aligns with the surrounding land use pattern along Townline Road, where Medium Density Residential designations predominate.

5. Smithville Urban Design Manual

The proposed development has been assessed in the context of the Township of West Lincoln Urban Design Manual, which provides design direction within the Smithville Urban Area. The Manual is intended to complement the Township's broader planning policy framework by establishing guidelines for built form that reinforces and enhances the character and identity of the community. The following section assesses the proposed development with the applicable urban design objectives and guidelines of the Manual.

Section 5 – Community Design Framework

The Community Design Framework for Smithville establishes three guiding principles that form the basis for the design guidelines contained within this Urban Design Manual: Precincts, Gateway Nodes, and Corridors. The Framework is derived from Smithville's existing land use, built form, and open space patterns to guide future development in a manner that reinforces the community's character and identity. The Site is identified within the Neighbourhood precinct.

Section 5.2 – Community Neighbourhood

The Site is located within the Community Neighbourhood precinct of the Smithville Community Design Framework. This precinct is characterized primarily by detached residential dwellings, complemented by semi-detached dwellings and townhouses, as well as a range of commercial, institutional, and light industrial uses.

The Community Neighbourhood is intended to maintain and enhance Smithville's small-town, predominantly residential character through attractive, high-quality, safe, and pedestrian-oriented built form, streetscapes, and public open spaces. A key guiding principle of the precinct is that new development should be compatible with surrounding development patterns while maintaining the privacy and amenity of adjacent residential properties.

Relevance to the Site: The proposed development is consistent with the Community Neighbourhood guidelines by providing a compatible low-rise residential form that reinforces Smithville's small-town character. The development incorporates pedestrian walkways, landscaped open spaces, and an attractive streetscape while maintaining an appropriate transition and privacy for adjacent residential properties through its two-storey building height, substantial setbacks, and perimeter landscaping.

Section 6.1 – Built Form and Landscape Design Guidelines – Residential

The following built form guidelines apply to residential development within Smithville. The development falls within the Multi-unit Low-rise Development category in the Urban Design Manual – outlined in Section 6.1.3. **Table 4** provides an assessment of the proposed development against the applicable guidelines for this built form, demonstrating how the proposal achieves the intended design objectives.

Table 4 – Guidelines for Multi-unit Low-Rise Developments

Guideline	Response
Built Form and Street Relationship	
1. Front façades should be aligned parallel with the street. The habitable portion of the units (not the garage) should be located close to or at the minimum front yard setback.	While the townhouse blocks are oriented perpendicular to Smithville Road, the end units incorporate side façades with separate principal entrances that address the public street. This design maintains an active street presence and ensures the development contributes positively to the streetscape despite the internal orientation of the blocks.
2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.	The end units fronting Townline Road incorporate enhanced side façades with additional windows and architectural articulation, with the porches oriented to Townline Road.
3. To promote passive surveillance opportunities (also known as ‘eyes on the street’) for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.	Units are designed with windows overlooking public street, private road, and common areas, promoting passive surveillance and enhancing resident safety.
4. Multiunit low-rise buildings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include those within Gateway Nodes, on corner lots, at ‘T’-intersections, or directly adjacent to open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.	Publicly visible end units, visible from Townline Road incorporate enhanced architectural features to reinforce their visibility within the development.
5. On corner lots, both street frontages should be addressed equally through appropriate fenestration, façade and roof articulation, and architectural detailing.	Not applicable, as the development is not a corner lot.

Guideline	Response
6. Corner unit designs are encouraged to provide significant corner features such as wrap-around porches, wall articulation, turrets or bay windows.	The end (corner) units incorporate enhanced side façades with separate principal entrances addressing the Townline Road. These architectural features create active corner conditions and reinforces the visual prominence of the end units.
7. Reverse lot frontages (backyards facing the street) are discouraged. Window streets or rear-lane based dwelling arrangements are preferred.	The proposal avoids reverse lot frontages, with dwelling fronts oriented toward Townline Road or the internal private road. An appropriate separation of at least 3 metres has been provided between the closest blocks.
8. For townhouses, the maximum width of a single townhouse block should not exceed 8 units. Appropriate separation between townhouse blocks should be provided.	The development consists of four townhouse blocks containing five or six units each.
Compatibility with Adjacent Built Form	
9. Multiunit low-rise buildings should be compatible in design and massing with adjacent buildings.	The proposed two-storey townhouse form is compatible in scale and massing with the surrounding low-rise residential neighbourhood.
10. Multiunit low-rise buildings should be buffered from adjacent commercial, institutional, and industrial uses through ample landscaping and fencing.	Not applicable, as the Site is adjacent to residential uses.
11. For adjacent industrial, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.	Not applicable, as the Site is not adjacent to industrial uses.
Main Entrances	
12. Main entrances to each unit should be oriented toward and clearly visible from the street.	Main entrances are oriented toward the internal private street, providing clear pedestrian access and visibility. Main entrances of end units are oriented toward Townline Road.
13. Architectural enhancements to emphasize the main entrance of each unit are encouraged.	Individual entrances are defined/emphasized through architectural detailing and porch elements.
14. Weather protection at main entrances should be provided through the use of covered porches, porticos, awnings, or recesses.	Covered porches, awnings, or similar weather protection features will be incorporated, where appropriate, through the detailed design stage.
15. A maximum of five (5) risers leading to the main entrance of each unit is encouraged. Additional risers may be considered subject to site grading conditions.	Less than five (5) risers are anticipated to be needed for the main entrance of each unit. Entrance elevations will be designed to respond to site grading while maintaining safe and functional access to each unit.

Guideline	Response
16. On corner lots, the main entrance of the corner unit should be located on the exterior side elevation, with corner windows and wrap-around porch to emphasize the corner location.	The end (corner) units are designed with enhanced side façades and separate principal entrances oriented toward Townline Road.
Garages and Driveways	
17. Laneway based developments are encouraged where garages are accessed from a rear driveway.	Not applicable. The development utilizes front-access garages served by a private internal road.
18. Garages in the front yard should be either located behind or flush with the main front façade of the dwelling or project a maximum of 1.5 metres beyond the main facade.	The garages are designed flush with the principal front façade of each townhouse unit. At the Site level, the garages and driveways are oriented toward the internal private internal road rather than Townline Road. The porch projects in front of the garage façade for the majority of the units.
19. Garages should not dominate the streetscape and must be complementary in character and quality to the main building.	Private garages are oriented toward the internal private drive aisle rather than Townline Road, ensuring they do not dominate the public streetscape.
20. Garages and driveways should be paired, except on Corner Lots where the garage and driveway for the corner unit may be oriented towards the side street.	A number of garages and driveways have been paired where possible. However, all garages and driveways can technically be paired to fully meet this guideline.
21. The maximum driveway width at the street line should be 6.0 metres.	The individual unit driveways are all less than the recommended maximum width of 6.0 metres. While the private road entrance is 7.5 metres wide at the access apron, the remainder of the internal private road is 6.0 metres wide. No driveways front directly onto the public street.
Lighting	
22. Lighting must be placed at the entrances to each unit.	Noted. Site lighting will be designed and addressed at the detailed design stage.
23. Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.	Noted. Site lighting will be designed and addressed at the detailed elevation design stage.
Environmental Sustainability	
24. Innovative and environmentally sustainable building practices are encouraged, including LEED and ENERGY STAR, as well as other Low Impact Development (LID) practices	The development will consider sustainable design measures through detailed design stage. Planting strips and landscaped areas provide permeable areas to allow for surface water to soak into the ground.

Guideline	Response
Universal Design	
25. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in residential developments should be accessible through curb ramps, tactile warning, and high contrast signage etc.	The development will be designed in accordance with the Accessibility for Ontarians with Disabilities Act and all applicable accessibility standards through the site plan and building permit stages.

Section 6.6.1 – Guidelines for Landscaping – Residential Properties

The following landscape guidelines apply to residential development within Smithville as per Section 6.6.1 of the Urban Design Manual. **Table 5** provides an assessment of the proposed development against the applicable landscape guidelines.

Table 5 – Guidelines for Landscaping – Residential Properties

Guideline	Response
1. Design landscaping to be compatible with the adjacent public streetscape along the existing and/or proposed streets.	The proposed landscaping includes street-facing landscaping, and perimeter planting that complements the character of Townline Road and contributes to an attractive public streetscape
2. Fencing or low walls may be used to delineate public and private property.	Fencing and other landscape features will be considered through the detailed design stage.
3. For every healthy mature tree removed, a new tree should be planted on-site or, if not feasible, elsewhere within the community.	A pre-consultation was undertaken with the municipality and a tree inventory preservation plan is not a requirement for the subject applications.
4. The removal of high-quality trees (i.e. preferred species, rare species, large specimens) is discouraged.	A pre-consultation was undertaken with the municipality and a tree inventory preservation plan is not a requirement for the subject applications.

Overall, the proposed development meets the intent of the applicable Smithville Urban Design Manual by providing a well-designed and compatible development that responds appropriately to the surrounding context. The proposed building placement, scale, landscaping, site organization and architectural design contribute to an attractive streetscape while supporting a high-quality and functional residential development.

6. Zoning By-law No. 2017-70

The Site is zoned Institutional (I) in the Township's Zoning By-law No. 2017-70 which does not permit residential uses (**Figure 13**). Accordingly, a Zoning By-law Amendment is required to propose a residential zone. The Residential Medium Density Type 3 (RM3) Zone represents the most appropriate zoning framework to facilitate the proposed development

An internal zoning compliance review has been completed, assessing the proposed Site Plan against the applicable RM3 provisions (**Table 6**). Given that the development is proposed as a Parcel of Tied Land (POTL) condominium, Township staff have confirmed that all applicable zoning provisions are to be evaluated on the basis of each individual parcel rather than the development as a whole. Accordingly, the zoning compliance table provided below assesses each townhouse parcel independently. Furthermore, Township staff have also advised that the proposed built form is to be classified as street townhouse dwellings, as each unit will be situated on its own freehold lot and tied together through the POTL condominium structure. Provisions that are not satisfied by the proposed development are identified in red within the table and will require site-specific zoning amendments. Planning justification for each requested amendment is provided following the table.

Table 6 – RM3 Zone Compliance

Provision	Requirement	Provided	
Section 6.2 – Permitted Uses in Residential Zones (Table 13)			
Permitted Uses (RM3)	Townhouse Dwelling [...]	Townhouse dwellings	
Section 6.3 – Regulations (Table 15) – RM3			
Zoning Provision Application: Township staff have directed that the applicable zoning regulations be assessed and applied to each future individual freehold unit lot, rather than to the overall development site.			
Minimum lot area (per dwelling unit)	180m ²	Lot	Provided
		Lot 1	390.2m ²
		Lot 2	181.3m ²
		Lot 3	180.2m ²
		Lot 4	180.2m ²
		Lot 5	179.6m ²
		Lot 6	211.2m ²
		Lot 7	290.5m ²
		Lot 8	170.3m ²
		Lot 9	170.3m ²
		Lot 10	170.3m ²
		Lot 11	216.4m ²
		Lot 12	216.5m ²
		Lot 13	170.4m ²
		Lot 14	170.4m ²
		Lot 15	170.4m ²
		Lot 16	373.4m ²
		Lot 17	393.1m ²
		Lot 18	216.5m ²
		Lot 19	213.6m ²
		Lot 20	210.6m ²
		Lot 21	207.6m ²
Lot 22	334.0m ²		

Provision	Requirement	Provided	
Minimum lot frontage ⁽²⁾ <i>(2) Where multiple attached dwellings are located on the same lot in the RM2 or RM3 Zone, including more than one type of attached dwelling, the minimum lot frontage requirement of the RM2 or RM3 zone, as applicable, shall be 30 metres in the case of a lot that contains one or more fourplex and/or townhouse dwelling and/or stacked townhouse dwelling, 45 metres in the case of back-to-back townhouse dwelling, and 20 metres in all other cases, and shall apply to the entire lot. For semi-detached dwellings where each unit is located on a separate lot, and for street townhouse dwellings, each lot shall meet the prescribed minimum lot frontage.</i>	6m per unit	Lot	Provided
		Lot 1	11.0m
		Lot 2	6.1m
		Lot 3	6.1m
		Lot 4	6.1m
		Lot 5	6.1m
		Lot 6	7.2m
		Lot 7	10.2m
		Lot 8	6.1m
		Lot 9	6.1m
		Lot 10	6.1m
		Lot 11	7.8m
		Lot 12	7.8m
		Lot 13	6.1m
		Lot 14	6.1m
		Lot 15	6.1m
		Lot 16	13.7m
		Lot 17	6.3m
		Lot 18	6.1m
		Lot 19	6.1m
		Lot 20	6.1m
		Lot 21	6.1m
		Lot 22	12.3m

Provision	Requirement	Provided	
Minimum front yard - Dwelling	4.5m	Lot	Provided
		Lot 1	6.0m
		Lot 2	6.0m
		Lot 3	6.0m
		Lot 4	6.0m
		Lot 5	6.0m
		Lot 6	6.0m
		Lot 7	6.0m
		Lot 8	6.6m
		Lot 9	6.6m
		Lot 10	6.6m
		Lot 11	6.6m
		Lot 12	6.0m
		Lot 13	6.6m
		Lot 14	6.6m
		Lot 15	6.6m
		Lot 16	6.6m
		Lot 17	6.0m
		Lot 18	6.0m
		Lot 19	6.0m
		Lot 20	6.0m
		Lot 21	6.0m
		Lot 22	6.0m

Provision	Requirement	Provided	
Minimum front yard – Private Garage	6m	Lot	Provided
		Lot 1	6.0m
		Lot 2	6.0m
		Lot 3	6.0m
		Lot 4	6.0m
		Lot 5	6.0m
		Lot 6	6.0m
		Lot 7	6.0m
		Lot 8	6.6m
		Lot 9	6.6m
		Lot 10	6.6m
		Lot 11	6.6m
		Lot 12	6.0m
		Lot 13	6.6m
		Lot 14	6.6m
		Lot 15	6.6m
		Lot 16	6.6m
		Lot 17	6.0m
		Lot 18	6.0m
		Lot 19	6.0m
		Lot 20	6.0m
		Lot 21	6.0m
		Lot 22	6.0m

Provision	Requirement	Provided	
Minimum exterior side yard	3m	Lot	Provided
		Lot 1	4.6m
		Lot 2	N/A
		Lot 3	N/A
		Lot 4	N/A
		Lot 5	N/A
		Lot 6	0.93m
		Lot 7	4.0m
		Lot 8	N/A
		Lot 9	N/A
		Lot 10	N/A
		Lot 11	1.5m
		Lot 12	1.5m
		Lot 13	N/A
		Lot 14	N/A
		Lot 15	N/A
		Lot 16	N/A
		Lot 17	0m
		Lot 18	N/A
		Lot 19	N/A
		Lot 20	N/A
		Lot 21	N/A
		Lot 22	4.5m
Minimum interior side yard ⁽³⁾ <i>(3) Where each dwelling unit of a semi-detached dwelling is located on a separate lot, and for street townhouse dwellings, no interior side yard shall be required along the common lot line of the attached wall joining two dwelling units.</i>	0m as per note (3)	All lots: 0m	

Provision	Requirement	Provided	
Minimum rear yard ⁽⁴⁾ <i>(4) No rear yard is required for a back-to-back townhouse dwelling.</i>	7.5m – LD zone 6m – any other zone <i>North and West is Low Density Zone East is Medium Density Zone</i>	Lot	Provided
		Lot 1	Min 7.6m
		Lot 2	Min 7.6m
		Lot 3	Min 7.6m
		Lot 4	Min 7.6m
		Lot 5	Min 7.6m
		Lot 6	7.5m
		Lot 7	7.5m
		Lot 8	7.5m
		Lot 9	7.5m
		Lot 10	7.5m
		Lot 11	7.5m
		Lot 12	7.5m
		Lot 13	7.5m
		Lot 14	7.5m
		Lot 15	7.5m
		Lot 16	7.5m
		Lot 17	14.0m
		Lot 18	13.5m
		Lot 19	13.0m
		Lot 20	12.5m
		Lot 21	12.0m
		Lot 22	11.7m

Provision	Requirement	Provided	
Maximum lot coverage	50%	Lot	Provided
		Lot 1	29.7%
		Lot 2	55.2%
		Lot 3	55.5%
		Lot 4	55.5%
		Lot 5	55.6%
		Lot 6	48.5%
		Lot 7	29.2%
		Lot 8	49.0%
		Lot 9	49.0%
		Lot 10	49.0%
		Lot 11	39.3%
		Lot 12	39.3%
		Lot 13	48.9%
		Lot 14	48.9%
		Lot 15	48.9%
		Lot 16	40.4%
		Lot 17	26.0%
		Lot 18	46.2%
		Lot 19	46.8%
		Lot 20	47.5%
		Lot 21	48.1%
		Lot 22	26.5%
Minimum separation distance between dwellings on the same lot	Between exterior side walls – 3m Between exterior front or rear walls – 12m Between exterior front or rear walls and side walls – 7.5m	3m between exterior side walls +12m between exterior front walls +7.5m between exterior front and side walls	
Maximum height	12m	12m	

Provision	Requirement	Provided	
Minimum landscaped open space	25%	Lot	Provided
		Lot 1	64.8%
		Lot 2	33.1%
		Lot 3	33.0%
		Lot 4	32.7%
		Lot 5	32.5%
		Lot 6	41.4%
		Lot 7	62.8%
		Lot 8	36.6%
		Lot 9	36.6%
		Lot 10	36.6%
		Lot 11	49.4%
		Lot 12	43.3%
		Lot 13	36.6%
		Lot 14	36.6%
		Lot 15	36.6%
		Lot 16	70.6%
		Lot 17	43.1%
		Lot 18	44.0%
		Lot 19	43.2%
		Lot 20	42.4%
		Lot 21	41.6%
		Lot 22	67.1%

Provision	Requirement	Provided	
Minimum amenity ⁽⁵⁾⁽⁶⁾ <i>(5) No common outdoor amenity area provided at grade shall have an area less than 60m².</i> <i>(6) Each unit in a back to back townhouse development shall contain an individual balcony with an area of 5.5 m², separated from adjoining units by a wall or privacy screen and with a maximum projection of 1.8m from the front wall of the back to back townhouse building.</i>	20m² per dwelling plus 10m² per dwelling unit Lots in Bldg #1 & 2: 13.3m² per unit required Lots in Bldg #3 & 4: 14m² per unit required	Lot	Provided in Rear Yard of Unit
		Lot 1	Min 126.7m
		Lot 2	Min 48.6m
		Lot 3	Min 48.0m
		Lot 4	Min 47.5m
		Lot 5	Min 46.9m
		Lot 6	Min 54.9m
		Lot 7	Min 79.3m
		Lot 8	Min 50.1m
		Lot 9	Min 50.1m
		Lot 10	Min 50.1m
		Lot 11	Min 65.5m
		Lot 12	Min 62.2m
		Lot 13	Min 50.1m
		Lot 14	Min 50.1m
		Lot 15	Min 50.1m
		Lot 16	Min 129.0m
		Lot 17	Min 145.7m
		Lot 18	Min 83.8m
		Lot 19	Min 80.8m
		Lot 20	Min 77.8m
		Lot 21	Min 74.9m
		Lot 22	Min 88.9m
Section 3.12 – Parking and Loading Facilities			
Off-Street Motor Vehicle Parking Facility Requirements (Townhouse Dwelling)	1.75 spaces per dwelling unit (assumed 0.25 dedicated to visitor) 22 units x 1.5 spaces = 33 owner spaces required 22 units x 0.25 spaces = 5.5 (6) visitor spaces required	44 owner spaces provided (driveway + garage per unit) 6 visitor spaces provided	
Standard Parking Space Dimensions	2.7m by 6.0m	2.7m by 6.0m	

Provision	Requirement	Provided
Private Residential Garage Parking Spaces for Townhouses	3.25m by 6.0m	3.25m by 6.0m
Barrier-Free Parking Spaces	13-100 parking spaces on the lot: 4% of the total number $0.04 \times 50 = 2 \text{ BF spaces required}$	2 barrier spaces provided (1 Type A & 1 Type B)
Barrier Free Parking Space Dimensions	Type A: 3.4 by 6.0m Type B: 2.4m by 6.0m	Type A: 3.4 by 6.0m Type B: 2.4m by 6.0m

Justification for the site specific zoning amendments are as follows:

Minimum Lot Area (per dwelling unit): The requested relief is a result of how the Zoning By-law is applied to the proposed Parcel of Tied Land (POTL) condominium, where each unit is assessed on an individual parcel basis rather than comprehensively across the Site. If evaluated on a site-wide basis, the proposed development, comprising 22 dwelling units on a net site area of approximately 0.58 hectares would result in a lot area per unit of approximately 263.6 square metres, which significantly exceeds the minimum requirement of 180 square metres per dwelling unit.

Despite the technical deficiency on a per lot basis, each unit is provided with an appropriately sized parcel that is suitable for the proposed townhouse form. The development also incorporates sufficient private outdoor amenity space for each unit, consistent with zoning requirements.

Minimum Exterior Side Yard: The requested relief is again, a direct result of the proposed Parcel of Tied Land condominium structure. As a consequence, the end units within each townhouse block are subject to exterior side yard requirements that would not otherwise apply if the development were assessed comprehensively as a single parcel. On a Site-wide basis, the development would be considered an internal lot and no exterior side yard requirement would be applied.

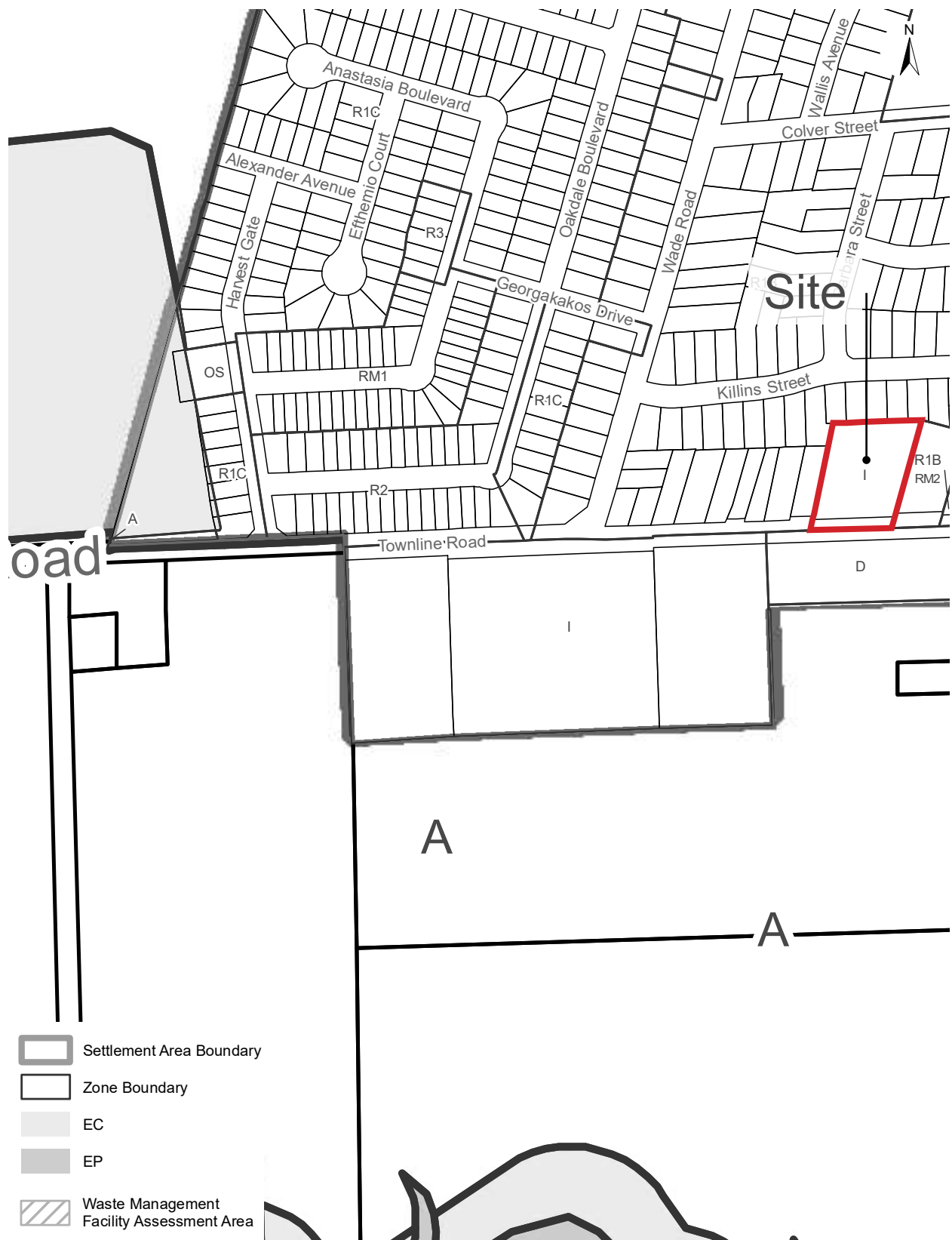
The yards that directly abut lot lines of the comprehensive site to adjacent properties are not subject to the reduction request.

The reduced exterior side yards are limited to select end units and are intended to facilitate an efficient townhouse layout while maintaining appropriate building separation, access, and functionality. The proposed setbacks continue to provide adequate space for landscaping,

maintenance access, and visual separation from adjacent lands and internal drive aisles. Furthermore, the reduced side yards do not adversely impact neighbouring properties, as the affected lot lines are either internal to the development or adjacent to areas that are not sensitive to the reduced setback. In addition, where the development interfaces with adjacent residential properties along the perimeter of the site, planting strips and additional setbacks are provided to ensure an appropriate transition and buffering between the proposed development and neighbouring lands.

The requested site-specific provision in the draft Zoning By-law Amendment (**Appendix 3**) has been structured to limit the reduced exterior side yard setbacks to specific internal areas of the proposed development. Specifically, the reduced setbacks apply to exterior side yards abutting the internal private drive aisle and parking area, as well as the interface between internal building blocks. The provision has been drafted to ensure that the reduced setback does not apply along the external property lines of the overall development where they are shared with adjacent residential properties.

Maximum Lot Coverage: The requested relief from the maximum lot coverage requirement arises from the Parcel of Tied Land condominium. The purpose of the maximum lot coverage provision is to ensure that sufficient outdoor amenity space, landscaping, and permeable areas are provided within a development. Despite the technical deficiency on certain individual POTL parcels, each townhouse unit is provided with functional private outdoor amenity space and access to landscaped areas. Furthermore, the overall development incorporates significant landscaped open space, planting strips, and common element lands that contribute to the site's amenity and green space component.



7. Summary and Conclusions

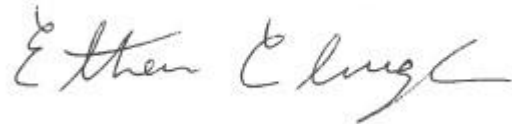
It is our opinion that the OPA and ZBA applications represents good land use planning and should be approved for the following reasons:

- The proposed development is consistent with the policies of the Provincial Planning Statement;
- The proposed development supports the Provincial interest and guidance in increasing housing supply, diversifying it to provide greater housing options in neighbourhoods;
- The proposed development is in conformity with the Region of Niagara Official Plan;
- The proposed development maintains the intent and function of the land use policies in the Township of West Lincoln Official Plan, once amended;
- The proposed development meets the intent of the Zoning By-law, once amended;
- The proposed development meets the intent of the Township of West Lincoln: Smithville Urban Design Manual;
- The proposed development provides an opportunity for land use intensification at an appropriate height and scale within the context of the immediate area, redeveloping an underutilized site;
- The proposed site layout, building form, height, and massing are compatible within the local the neighbourhood context;
- The road network has the capacity to accommodate the redevelopment;
- The proposed development provides for the efficient use of land and infrastructure; and
- The proposed development is supported by technical studies that confirm the proposal is appropriate.

Respectfully,



Sarah Knoll, BES, MCIP, RPP
Vice President, Hamilton



Ethan Cleugh, BURPI
Planner

Appendix 1 – Draft Official Plan Amendment

AMENDMENT NUMBER XX
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 XX to the Official Plan of the Township of West Lincoln.

1.2 COMPONENTS

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

1.3 PURPOSE

The purpose of this Amendment is to amend Schedule "B-4" to the Official Plan by redesignating the lands on Schedule "A" attached hereto from Institutional to Medium Density Residential.

1.4 LOCATION

This Amendment will apply to lands in the Township of West Lincoln, municipally known as 6441 Townline Road, as shown as Lot 74, on Plan M-86 on the Plan of Survey dated XXX, completed by A.T. McLaren Limited.

1.5 BASIS OF THE AMENDMENT

The Township of West Lincoln is proposing to amend the Official Plan to introduce twenty two (22) townhouses along Townline Road.

PART 2 – THE AMENDMENT

2.1 PREAMBLE

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

2.2 DETAILS OF THE AMENDMENT

The Official Plan for the Township of West Lincoln is hereby amended as follows:

- a) Schedule "B-4" – Smithville Urban Area is amended by redesignating the lands identified on Schedule "A" attached hereto from Institutional to Medium Density Residential.

2.3 SCHEDULES OF THIS AMENDMENT

Schedule "A", location map to amend Schedule "B-4".

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.

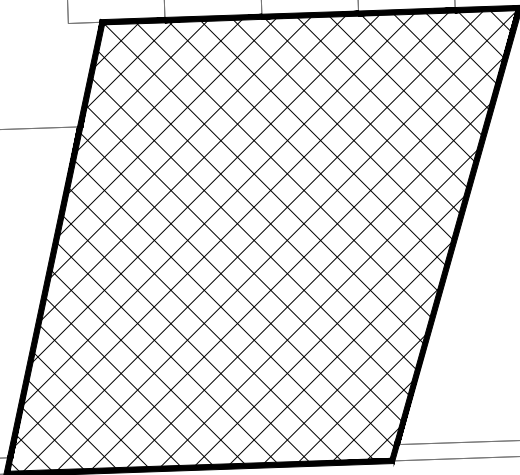
If no appeals are received within the appeal period, the Amendment will be in full force and effect.

OFFICIAL PLAN AMENDMENT NO. XX
TOWNSHIP OF WEST LINCOLN



Barbara
St

Killins St



Smithville Rd

Port Davidson Rd

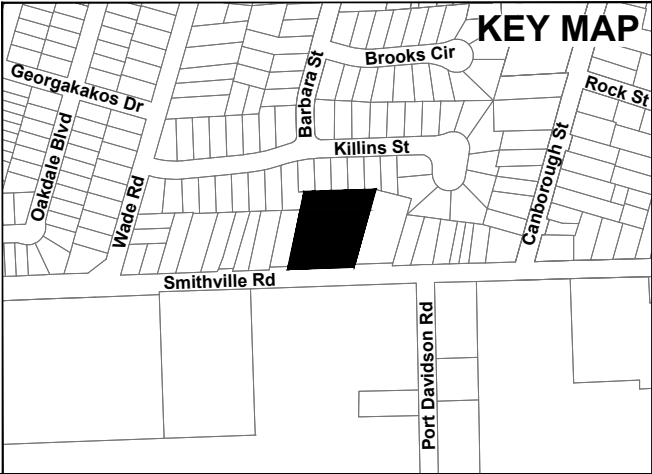
Legend



Medium Density Residential

This is Schedule 'A' to OPA NO. XX (as implemented by By-law
2026- # # passed this __ day of ____, 2026).

KEY MAP



Appendix 2 – Draft Zoning By-law Amendment

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 "S7" to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Lot 74, Plan M-86, West Lincoln, municipally known as 6441 Townline Road, shown on Schedule "A", attached hereto and forming part of this By-law.
2. That Map "S7" to Schedule "A" to Zoning By-law No. 2017-70, as amended, is amended by changing the zoning on the lands shown on Schedule "A", attached hereto and forming part of this By-law from Institutional (I) to site-specific Residential Medium Density Type 3 (RM3-XX) Zone.
3. 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:

RM3-XX

Regulations:

All regulations of the RM3 Zone except:

- a) Minimum lot area (per dwelling unit): 170.0 square metres
 - b) Minimum exterior side yard:
 - a. 0.0 metres for a lot abutting an internal private drive aisle or internal parking area;
 - b. 1.5 metres where the exterior side yard of a lot is located between internal dwellings and does not face an external lot line of the overall site; and,
 - c. 3.0 metres otherwise.
 - c) Maximum Lot Coverage: 56 percent
4. That all other provisions of By-law No. 2017-70, as amended, 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 XX
DAY OF XXX, 2026.

MAYOR CHERYL GANANN

JUSTIN PAYLOVE, CLERK

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

Location:

The subject lands are located on the north side of Townline Road. The subject lands are legally described as Lot 74, Plan M-86, West Lincoln, municipally known as 6441 Townline Road.

Purpose & Effect:

The subject lands are to be rezoned from Institutional (I) to site-specific Residential Medium Density Type 3 (RM3-XX) Zone. All regulations of the RM3 Zone are to apply except:

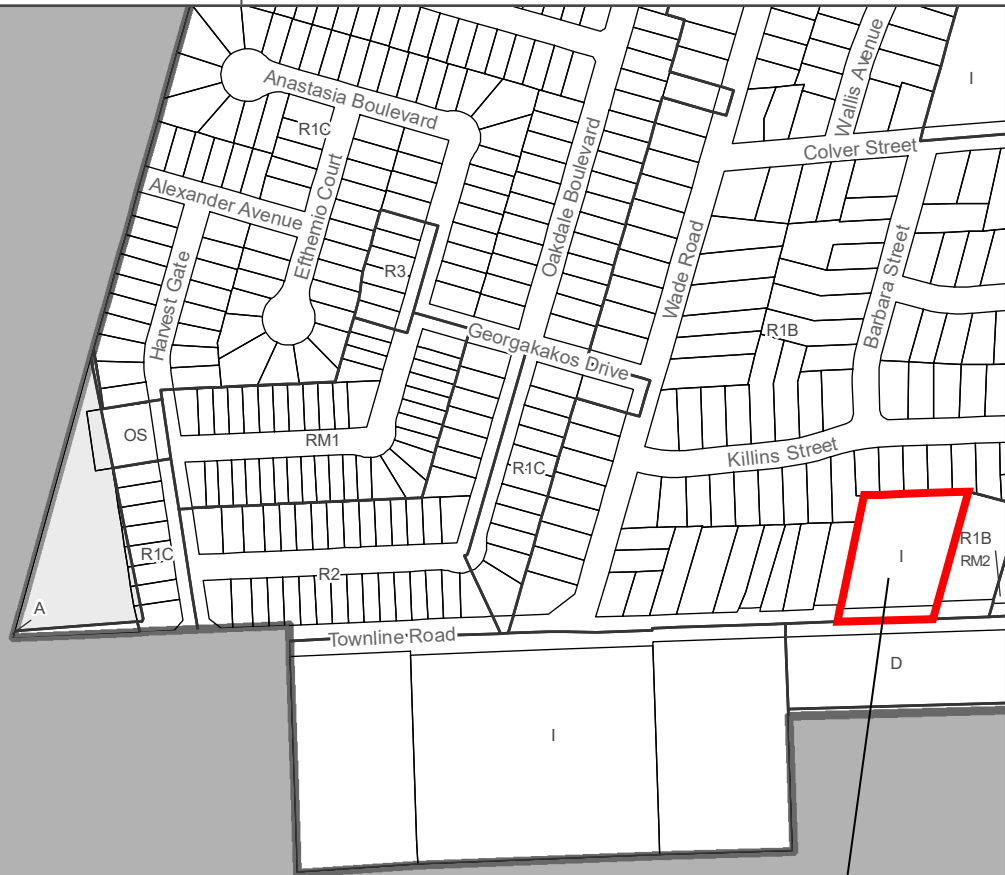
- a) Minimum lot area (per dwelling unit): 170.0 square metres
- b) Minimum exterior side yard:
 - a. 0.0 metres for a lot abutting an internal private drive aisle or internal parking area;
 - b. 1.5 metres where the exterior side yard of a lot is located between internal dwellings and does not face an external lot line of the overall site; and,
 - c. 3.0 metres otherwise.
- c) Maximum Lot Coverage: 56 percent

Public Consultation:

The Public Meeting was held on XXX, 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.

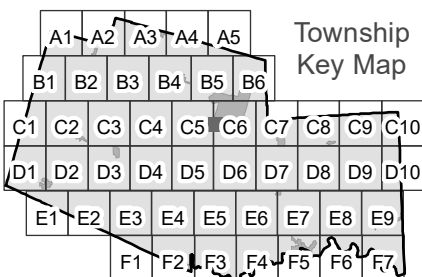
ZBA File: XXXX-XXX-26 (6441 Townline Road)

See Map S4

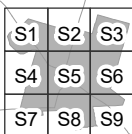


'I' to 'RM3-XX'

See Map C6



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

S7

1:6,000
0 150 m
Last Updated: July 2019