

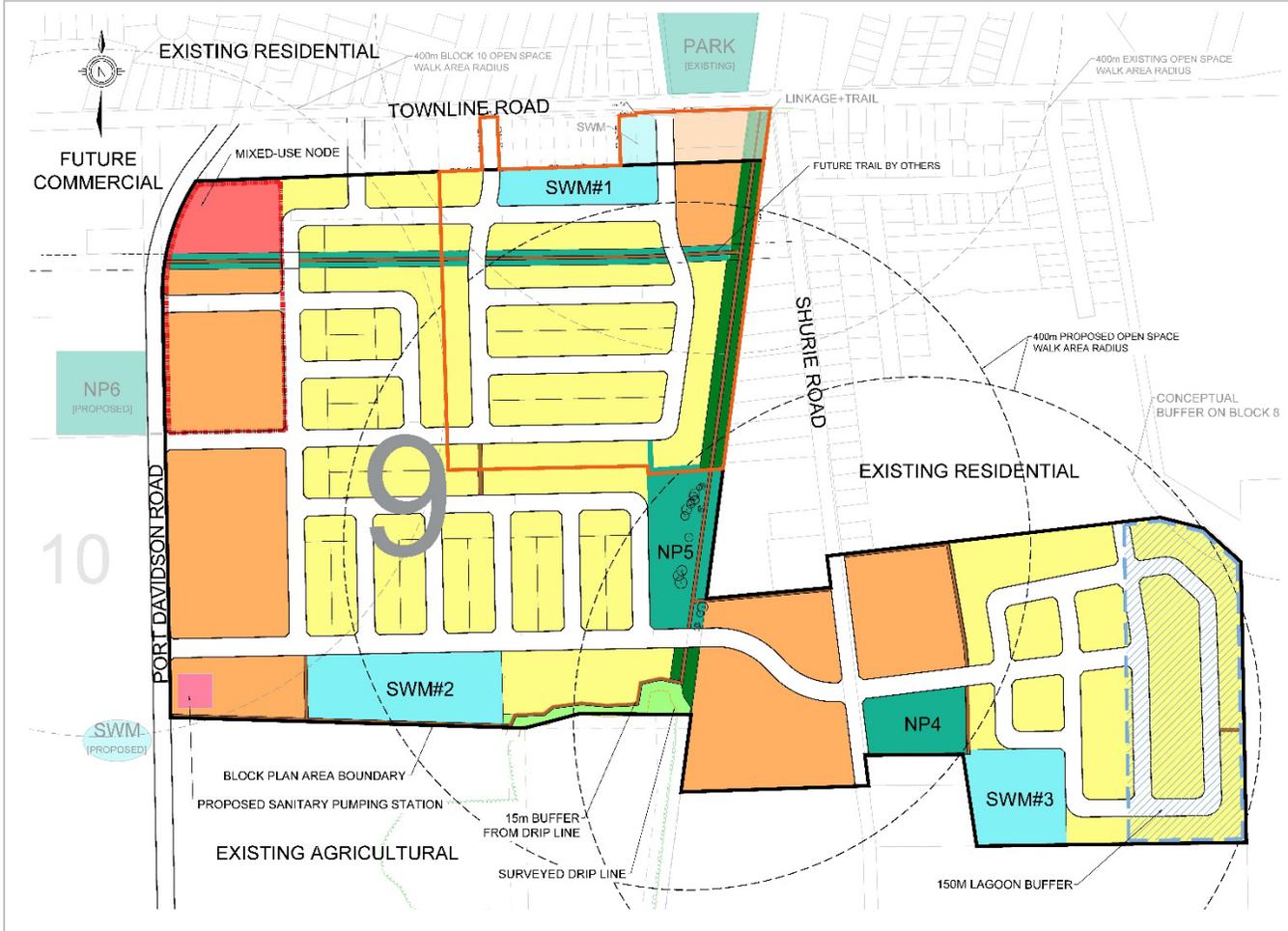
Lockbridge Development Inc.

Development Report Addendum

Block Plan Area 9 in the Township of Smithville

Applications for Block Plan, Draft Plan of Subdivision, and Zoning By-law Amendment

November 4, 2025



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Prepared By:

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

Prepared For:

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

Our Ref:

144262



Carmen Jandu MCIP RPP
Senior Associate, Studio Manager – Planning



Isabelle Ilagan
Planner

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- Appendix A – Revised Lockbridge Block Plan**
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Acronyms and Abbreviations

Arcadis	Arcadis Professional Services (Canada) Inc.
Block Plan Lands	Landowners' assembly of land parcels within Block Plan Area 9
DPS	Draft Plan of Subdivision
EIS	Environmental Impact Study
FSR	Functional Servicing Report
GeoProcess	GeoProcess Research Associates
Lockbridge	Lockbridge Development Inc.
MCP	Master Community Plan
Niagara	Regional Municipality of Niagara
NPCA	Niagara Peninsula Conservation Authority
NP	Neighbourhood Park
OPA	Official Plan Amendment
Owner	Lockbridge Development Inc.
Phase 1 Lands	Lands within the Block Plan Lands generally located south of Townline Road
PHC	Parslow Heritage Consultancy Inc.
Planning Act	Planning Act, R.S.O 1990, c. P.13
Region	Regional Municipality of Niagara
Subject Lands	Landowners' assembly of land parcels within Block Plan Area 9
SWM	Stormwater Management
SWMF	Stormwater Management Facility
SWS	Subwatershed Study
Terra-Dynamics	Terra-Dynamics Consulting Inc.
Township	Township of West Lincoln
TIS	Transportation Impact Study
UDB	Urban Design Brief
UPH	Units per Hectare
ZBLA	Zoning By-law Amendment
Zoning By-law	Township of West Lincoln Comprehensive Zoning By-law No. 2017-70

Land Acknowledgement

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

Executive Summary

Arcadis Professional Services (Canada) Inc. has been retained by Lockbridge Development Inc. to provide professional planning advice and support for applications of Block Plan, Draft Plan of Subdivision, and Zoning By-law Amendment for an assembly of multiple parcels of land within Block Plan Area 9 in the Township of West Lincoln in the Regional Municipality of Niagara.

On August 27, 2024, a Block Plan application was submitted to the Township for the development of land within Block Plan Area 9. Also submitted concurrently were Draft Plan of Subdivision and Zoning By-Law Amendment applications for an assembly of multiple parcels of land within Block Plan Area 9. The Draft Plan of Subdivision and Zoning By-law Amendment applications would allow the immediate development of 12.5 ha of land within Block Plan Area 9, consisting of 196 residential units, which would utilize existing services on Townline Road. An Environmental Impact Study was submitted on November 22, 2024, which allowed the applications to be deemed complete.

Comments from the Township and Region, with the exception of the comments on the Environmental Impact Study, were provided on November 29, 2024. As requested by the commenting agencies, necessary changes and modifications have been made to the Block Plan Land Use Concept, Development Report, Environmental Impact Study, Functional Servicing Report, Hydrogeological Assessment, Transportation Impact Study, Urban Design Brief, and Draft Plan of Subdivision. A new Arborist Report (with a Tree Management Plan and Inventory), Preliminary Trail and Park Plan, and Stage 3 Archaeological Assessment are also included in this submission. The completed revisions and new materials are in keeping with Official Plan Amendment 63 as they support the proposed development which represents good planning and facilitates an appropriate form of development within the Township.

This Development Report Addendum is to be read in conjunction with the original Development Report dated August 23, 2024, which was included within the original submission material from August of 2024. It will review the revised proposed development in relation to changes in applicable policies between the municipal and provincial levels while detailing the primary changes to the proposed Block Plan, Draft Plan of Subdivision, and Zoning By-law Amendment. A summary of applicable updated and new materials is included and a full copy of each will be included within the submission package.

1 Introduction

Lockbridge Development Inc. (“Lockbridge” or the “Owner”) is one of the landowners of an assembly of land parcels within Block Plan Area 9 in the Township of West Lincoln (the “Township”) in the Regional Municipality of Niagara (the “Region” or “Niagara”) (herein referred to as the “Block Plan Lands” or the “subject lands”). Block Plan Area 9 is located within the Township’s urban expansion area and is approximately 60.89 ha in size and predominantly agricultural with some single detached dwellings and associated accessory structures. Referencing the conceptual Block Plan within Schedule ‘L’ Official Plan Amendment (“OPA”) 63 for Block Plan Area 9, it is the Owner’s intent to create a detailed Block Plan for the Block Plan Lands and to propose the development of Phase 1 of the Block Plan for lands generally located south of Townline Road (“Phase 1 Lands”). The Phase 1 Lands have an area of approximately 13.4 ha (33.1 ac) from the overall 60.89 ha of Block Plan Area 9. As demonstrated in the supporting technical reports of this submission, the advancement of the proposed Phase 1 Lands is immediately serviceable by existing municipal infrastructure. The proposed Block Plan demonstrates the distribution of low and medium density residential units, commercial areas, transportation circulation, parkland/open space, trails, natural heritage areas, and restoration areas, and identifies appropriately sized stormwater management facilities (“SWMF”).

Arcadis Professional Services (Canada) Inc. (“Arcadis”) has been retained by the Owner to provide professional planning advice and support for applications of Block Plan, Draft Plan of Subdivision (“DPS”), and Zoning By-law Amendment (“ZBLA”), which are required to facilitate the proposed development as confirmed by the Township Staff.

On August 27, 2024, applications for Block Plan, DPS, and ZBLA were submitted to the Township. This submission included a Development Report prepared by Arcadis which provided an overview of the planning policy framework and outlined how the proposed development demonstrates overall conformity. An Environmental Impact Study (“EIS”) was submitted on November 22, 2024, which allowed the applications to be deemed complete.

Comments from the Township and Region were provided and as requested by the commenting agencies, necessary changes and modifications have been made to the Block Plan Land Use Concept, Development Report, Functional Servicing Report (“FSR”), Hydrogeological Assessment, Transportation Impact Study (“TIS”), Urban Design Brief (“UDB”), and DPS. A new Arborist Report (with a Tree Management Plan and Inventory), Preliminary Trail and Park Plan, and Stage 3 Archaeological Assessment are also included in this submission. The completed revisions are in keeping with OPA 63 as they support the proposed development which represents good planning and facilitates an appropriate form of development within the Township.

This Development Report Addendum is to be read in conjunction with the original Development Report dated August 23, 2024 which was included within the original submission material from August of 2024. It will review the proposed development in relation to changes in applicable policies between the municipal and provincial levels while detailing the primary changes to the proposed Block Plan, DPS, and ZBLA. A summary of applicable updated and new materials is included and a full copy of each will be included within the submission package.

2 Public Engagement

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

process details. Table 2-1 below provides a list of comments received from the public at the Neighbourhood Open House meeting and the consultants’ responses. The key elements which were emphasized by the public include the following:

- Provision of trails, paths, and parks;
- Removal of trees and reforestation of the restoration area;
- The removal or an existing Elm tree;
- Traffic and parking;
- Flooding;
- Design of future dwellings; and,
- Construction impacts.

Table 2-1: Comments and responses resulting from the Neighbourhood Open House

No.	Comments from the Public	Consultants’ Responses at the meeting
1	Smithville is lacking in many services/provisions and there is a lack of walking/biking paths/trails and parks with benches.	The proposed development provides parkland/open space, trails, and natural heritage areas.
2	Request confirmation that the restoration area will be reforested.	A restoration area is proposed in the southeast portion of the Phase 1 Lands and will increase native plantings within the Block Plan Lands.
3	Concern that the notice of invitation was not received.	Susan Smyth from the Township was in attendance and informed the residents that the circulation was completed by the Township and was sent to residents within a 120 m radius as required by the <i>Planning Act, R.S.O 1990, c. P.13</i> (the “ <i>Planning Act</i> ”). Residents were asked to provide their contact information to ensure inclusion in future mail outs.
4	Concern with proposed parking as there is no bus or taxi service in the community.	Arcadis provided that the development would meet the requirements under RM3 and although a model of the houses is not available, it is anticipated that each single-family home would have a garage and driveway space.
5	Concern about the look and design of the future homes, residents would like to see a model of the subdivision to see how it compares with the rest of the community.	Arcadis provided that a model of any proposed homes would not be available until a builder purchased the lots. A UDB was submitted with the application which spoke to the overall design considerations and provides representation of the types of homes and lots being planned for.

No.	Comments from the Public	Consultants' Responses at the meeting
6	Concern with tree removal, residents understood that the proposed linkage trail would be reforested. Request that a large Elm tree located near Townline Road be saved within an open space block.	<p>Arcadis and the Owner's agent advised the community that the trail would be landscaped which would be detailed in a future landscape plan.</p> <p>The Owner's agent advised that the Elm tree would be located and cautioned that large trees have difficulty surviving in situations where the area around them changes or is graded. The Tree Management Plan and Inventory will identify the existing large trees and provide an arborist's comments on each tree condition.</p>
7	Request that the trails have connection to Shurie Road to provide points of access to the linkage.	The proposed development includes additional parkland/open space that bisects the property east-west and contains a trail to be completed in the future by others.
8	Concern regarding existing flooding in 10 Mile Creek.	Arcadis advised that the Stormwater Management ("SWM") plan and application were reviewed by the Region, Town, and Niagara Peninsula Conservation Authority ("NPCA").
9	Concern with traffic impacts on Townline Road.	<p>Arcadis advised that the TIS submitted concluded that the existing intersections continue to operate at acceptable levels of service.</p> <p>Arcadis noted that the Town had requested for the future alignment of Port Davidson Road with Canborough Street to address some of the congestion caused by the jog in the road.</p>
10	Concern about odours from a chicken processing facility located at Port Davidson and Townline Road impacting future residential areas.	<p>Arcadis advised that a Minimum Distance Separation analysis was being completed as part of the application, there will be no requirement to remove the operation.</p> <p>The owner of processing operation was present and noted that there are existing homes that are closer in proximity than the proposed homes.</p>
11	Concern regarding construction start and timing for the completion of the rest of Block 9 Lands.	<p>The Owner's agent advised that the proposed subdivision represents development of lands that require no significant infrastructure improvements.</p> <p>The Owner's agent advised that the remaining areas of Block Plan Area 9 and other Block Plan</p>

No.	Comments from the Public	Consultants' Responses at the meeting
		<p>Areas will require upgrades to the sanitary infrastructure, new regional pumping station planned for 2030 and/or beyond.</p> <p>Additionally, the ownership group involved in the proposed DPS would like to start site alteration in Q1 of 2026.</p>
12	<p>Concern that there are other approved subdivisions that have not started construction in other parts of the community.</p>	<p>The Owner's agent advised that the subdivisions in question required infrastructure upgrades which are now resolved. Improvements are underway and construction is anticipated to move forward.</p>

The proposed Block Plan generally conforms with and implements the design intent of OPA 63. These elements are further detailed and justified within this Development Report Addendum.

For amendments to the Official Plan and Zoning By-law, and prior to Council making a decision on an application for amendment, the *Planning Act* requires Council to ensure that at least one public meeting is held for the purpose of giving the public an opportunity to make representations in respect to the proposal. A Statutory Public Meeting was held by the Township on April 14, 2025. Comments received at the Statutory Public Meeting were consistent with what was heard at the Neighbourhood Open House.

3 Revisions to Proposed Development

3.1 Revised Lockbridge Block Plan and Comparisons to Schedule E-10 Smithville Master Community Plan

The land uses and main road alignments from Schedule 'L' of OPA 63 (Schedule E-10 Smithville Master Community Plan ("MCP") South Community Area Land Use Plan) form the basis for the Lockbridge Block Plan, however policies of OPA 63 do allow for flexibility and changes provided the appropriate justification is made. The original Lockbridge Block Plan, submitted in August of 2024, has been revised based on comments received from the Township and Region.

Table 3-1 below outlines the evolution of the revised Lockbridge Block Plan from the original 2024 submission while the subsections following, provide a review of the revisions and discuss the alignment of the revisions to the conceptual Block Plan for Area 9 found in Schedule 'L' of OPA 63 and Schedule E-10 of the Smithville MCP.

Table 3-1: Block Plan comparison

	OPA 63 Block Plan	ORIGINAL Lockbridge Block Plan Submitted August 2024	REVISED Lockbridge Block Plan Submitted November 2025
Urban Place-Types			
Residential	Medium density residential along both Port Davidson Road and Shurie Road	Provided	Provided
	Low density residential upon the interior portions	Provided	Provided
Mixed Use Node	North-west corner	Provided	Provided
Commercial	North-west corner	Provided	Provided
Open Space	Former rail corridor becomes linear parkland	Provided	Provided
	Two (2) neighbourhood parks (“NP”) (NP4 in the east portion and NP5 in the west portion)	Two (2) NPs are in the same general locations (NP5 has been moved to the south to better provide 5-minute walkability)	Two (2) NPs are in the same general locations (NP5 has been moved to the south to better provide 5-minute walkability) A 400 m proposed open space walk area radius has been included to support the location of the NPs that support the area The Block Plan will deliver an over dedication of the 5% <i>Planning Act</i> requirements.
Natural Heritage System			
Recommended Restoration Area	Southerly portion of the former rail lands	To be located within NP5 and be a component along the overall linkage corridor	To become part of NP5 NP5 is an appropriate location for a restoration area as confirmed by the EIS

	OPA 63 Block Plan	ORIGINAL Lockbridge Block Plan Submitted August 2024	REVISED Lockbridge Block Plan Submitted November 2025
			<p>prepared by GeoProcess Research Associates (“GeoProcess”)</p> <p>Relocation of the restoration area to be a component of the linkage corridor meets the policies of OPA 63 which encourages restoration within Linkages to strengthen ecological connectivity</p>
Infrastructure / Corridors			
Future Active Transportation / Trails	System provided	Generally matches and provides same connections	Generally matches and provides same connections
Proposed SWM Facilities	Three (3) SWM facilities	Three (3) SWMFs in the same general locations (adjusted based on detailed engineering analysis)	<p>Three (3) SWMFs have been adjusted in size as per the overall FSR</p> <p>SWM1 is no longer adjacent to Port Davidson Road and has been extended towards the local road to the north</p>
Gas Pipeline	Runs east-west in the northerly portion	Runs east-west in the northerly portion	Runs east-west in the northerly portion
Other (Not on OPA 32 Legend)			
Road Alignment	Southerly extension of Canborough Street is realigned with Port Davidson Road	Re-alignment of Canborough Street not shown (lands required for this purpose are not owned by Lockbridge)	Southerly extension of Canborough Street is realigned with Port Davidson Road to promote connectivity and efficiency of the street network
Road Type	Street ‘B’ as a Collectors Road	Street ‘B’ as a Collectors Road	Street ‘B’ is a Local Road to promote connectivity and efficiency of the street network

	OPA 63 Block Plan	ORIGINAL Lockbridge Block Plan Submitted August 2024	REVISED Lockbridge Block Plan Submitted November 2025
Road Connections	Three (3) connections to Townline Road	Provided	Four (4) connections proposed to access Townline Road to improve accessibility and reduce traffic congestion

Proposed Land Uses

The revised Lockbridge Block Plan proposes the same general land uses as Schedule ‘L’ of OPA 63 and the original Lockbridge Block Plan but provides some minor adjustments and “fine tuning”. The reduction of overall land area for the Block Plan Area from 63.4 ha to 60.89 ha is due to the realignment of Port Davidson Road to meet Canborough Street at Townline Road. Below are key revisions in the revised Lockbridge Plan as it relates to the proposed land uses, orientation, and their location:

- The addition of medium density residential designated blocks on Port Davidson Road and Shurie Road;
- The provision of additional pedestrian connections within the Block Plan;
- The re-orientation of residential blocks along the proposed collector road to reduce driveways onto the right-of-way;
- NPs (i.e. NP4 and NP5) are in the same general locations as the original Block Plan which ensures that there is an existing or proposed park within a 400 m walk radius from the future homes;
- The former rail corridor dedicated as a linear park and landscaped for passive and active and open space purposes;
- A reforestation area is proposed to be adjacent to NP5 and be a component of the overall linkage network;
- Addition of a “park walk” radius for adjacent parks and NP4 and NP5;
- Identification and labelling of the surveyed dripline;
- Addition of key land use designations for areas outside of Block Plan Area 9 which align with existing designations of OPA 63;
- The relocation of the proposed Sanitary Pumping Station east of Port Davidson Road into a block within Block Plan Area 9, now on the west of Port Davidson Road; and,
- The three (3) SWMFs are in the same general locations, however their proposed block sizes have been further refined.

Figure 3-1 is an excerpt from Schedule 'L' of OPA 63 which denotes the land uses and main road alignments for Block Plan Area 9. Figure 3-2 is the original Lockbridge Block Plan submitted in August of 2024 and Figure 3-3 is the revised Lockbridge Block Plan dated October 24, 2025. A full version of the revised Lockbridge Block Plan is provided in **Appendix A** of this Development Report Addendum.

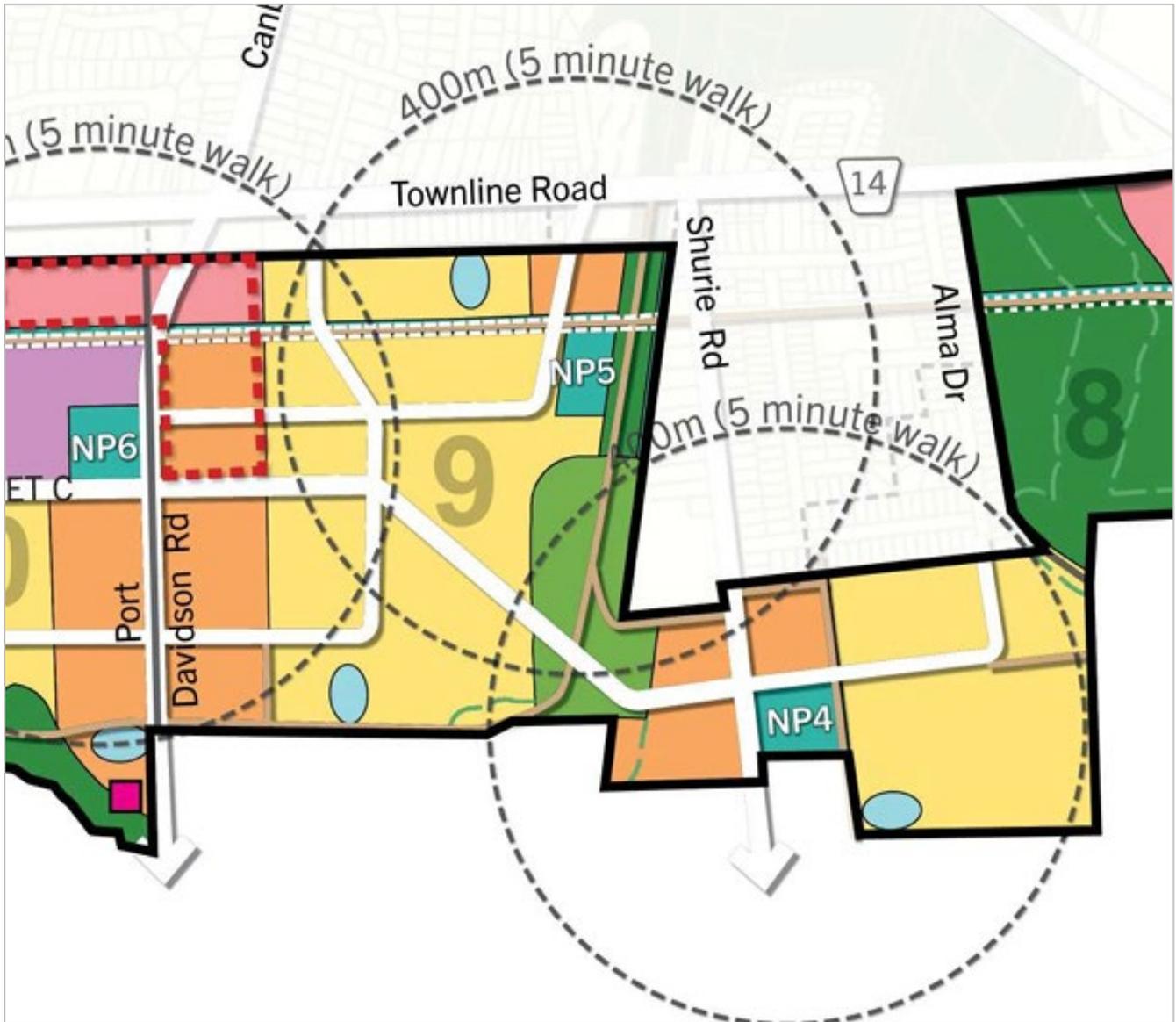


Figure 3-1: Excerpt of Schedule 'L' from OPA 63

Development Report Addendum – Block Plan Area 9 in the Township of Smithville



Figure 3-2: Original Lockbridge Block Plan submitted in August of 2024

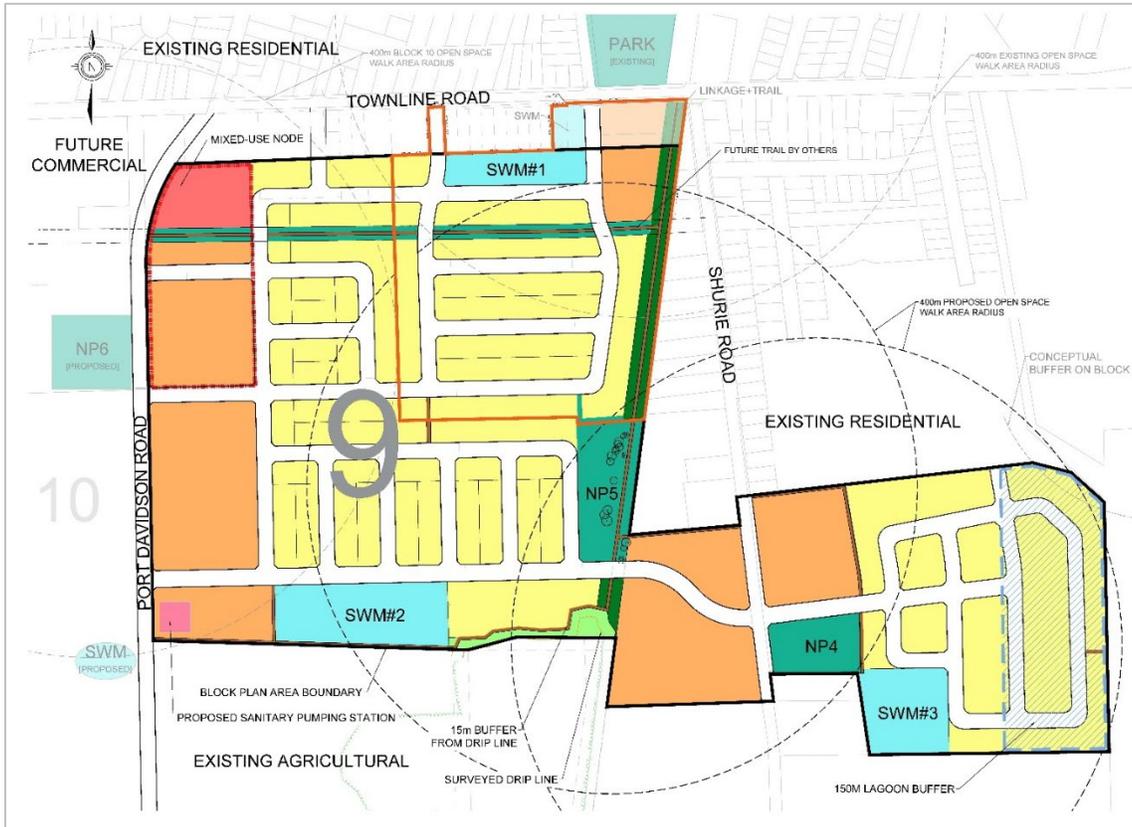


Figure 3-3: Revised Lockbridge Block Plan submitted in November of 2025

Lockbridge Block Plan – Planned Density

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

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

The planned density is supported by the SWMF design, the restoration area, and the over dedication of parkland in Phase 1 which frees up more land for development in future phase to balance out the density across the entire Block Plan Area 9.

Please refer to Table 3-2 and Table 3-3 for the revised development details and proposed and target land use densities.

Table 3-2: Block Plan Area 9 development details

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

Table 3-3: Block Plan Area 9 MCP Area density targets and proposed population

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

Lockbridge Block Plan – Proposed Road Pattern and Road Hierarchy

Revisions have been made to create more local subdivision roads, to reorient some of the blocks to address the Official Plan policies for collector roads, and to reduce driveways along the proposed collector road. Additional intersections to Townline Road have also been incorporated.

Key revisions include:

- Addition of a new road connection to align with Silver Street;
- Adjustment of the block alignment to reduce driveways along the proposed collector road;
- Alignment of east west collector road; and,
- Alignment of Port Davidson Road to meet Canborough Street.

Lockbridge Block Plan – Parkland Calculation

The required park land dedication has been calculated for the overall Block Plan. The calculation was made with the 5% parkland conveyance under Section 42(1) of the *Planning Act*, using the gross developable area of 60.89 ha. As demonstrated on Table 3-4 below, the proposed Lockbridge Block Plan is over dedicated for parkland by 1.84 ha when applying the 5% parkland calculation under the *Planning Act*.

Table 3-4: Parkland calculation for the revised Lockbridge Block Plan

Parcel Type	Area (ha)
Open Space Parklands	3.37
Linkage	1.1
Trails outside of parks, open space and linkage	0.42
Parkland Calculation	Provided
Gross Developable Area (ha)	60.89

Parcel Type	Area (ha)
Required: 5% Parkland on gross developable area (ha)	1.13 ha
Provided on Lockbridge Block Plan	4.89
Over Dedication	1.84

Revisions to the Ontario *Planning Act* introduced through **Bill 23: More Homes Built Faster Act, 2022**, define significant changes regarding encumbered lands and parkland dedication. Encumbered lands refer to parcels that have limitations or restrictions on their use – such as lands with easements, utilities, or environmental constraints such as the Pipeline Gas Easement that currently bisects the Lockbridge Block Plan. Under these revisions, Developers may receive full parkland credit for lands that are encumbered and counted towards required parkland dedication. However, the provision is not in effect until proclamation.

For that reason, the Pipeline Gas easement has been excluded from the parkland calculation provided above. As identified in the EIS, the easement lands are proposed to be naturalized and opportunities for a future active trail connection are proposed to be constructed by others and may impact the overall over dedication in future phases.

4 Supporting Studies

4.1 Environmental Impact Study

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

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

GeoProcess has concluded in their EIS that the proposed development will not impact Species at Risk Habitat, Significant Woodlands, Significant Wetlands, or Significant Wildlife Habitat as defined by the Province. The proposed linkage within the proposed Block Plan and identified in the Subwatershed Study (“SWS”) is recommended to be planted with native species and will improve connectivity around other natural heritage features in the surrounding landscape as well as offset anticipated tree removal as a result of the proposed development. Enhancement opportunities have been recommended in the report to increase the usefulness of the corridor for species. The north/south and east/west linkage corridors will provide the wildlife permeability through the development, maintaining wildlife movement across the properties.

The EIS identifies that the area designated as Recommended Restoration Area was removed with permissions and consultation with the Township, the Region, and the NPCA which was also identified in the SWS. The EIS notes

that a multi use restoration area has been proposed within Block Plan Area 9 and is considerably larger than the former woodlot that had been present on the site.

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

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

4.2 Functional Servicing Report

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

The following conclusions were provided:

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

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

4.3 Hydrogeological Assessment

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

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

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

4.4 Transportation Impact Study

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

- 37 inbound and 111 outbound trips in the AM peak hour, and 122 inbound and 74 outbound trips in the PM peak hour are expected to be generated by the proposed Phase 1 Development based on the *ITE Trip Generation Manual, 11th Edition*.
- 119 inbound and 355 outbound trips in the AM peak hour, and 391 inbound and 235 outbound trips in the PM peak hour are expected to be generated by the proposed East Smithville Secondary Plan development; 122 inbound and 365 outbound trips in the AM peak hour, and 389 inbound and 240 outbound trips in the PM peak hour are expected to be generated by the proposed Block Plan Area 9 without Phase 1 development. The trips from these two developments are added to the 2030 background traffic.
- The study area intersections are currently performing with LOS B or better under the 2024 existing condition except for the southbound left-turn movement at the St Catharines Street and Industrial Park Road intersection which performs LOS D during PM peak hour.
- Most study area intersection movements are expected to perform with LOS C or better under the 2030 Background Development and 2030 Total Development scenarios, with the following exceptions:

- Eastbound movement at the Townline Road and Canborough Street intersection, which performs at LOS E in the 2030 Total Development scenario during the PM peak hour.
- Southbound movement at the St Catharines Street and Townline Road intersection, which performs at LOS D during the PM peak hour.
- Southbound left-turn movement at the St Catharines Street and Industrial Park Road intersection, which performs at LOS D and LOS F during the AM and PM peak hours, respectively. Traffic signalization and extension of southbound left turn storage length to 60 metres are recommended as mitigations for both 2030 Background Development and 2030 Total Development scenarios.
- When considering potential mitigation strategy, a few factors were considered, including limited information available for the East Smithville Secondary Plan development, signal timing warrant results, and the conservative assumptions used in the analysis methodology. The following are recommended:
 - For the Townline Road and Canborough Street, and St Catharines Street and Townline Road intersections, it is recommended that future traffic volumes and impacts be monitored for potential need for intersection improvements.
 - For the St Catharines Street and Industrial Park Road intersection, traffic signalization and extension of southbound left turn storage length to 60 metres are recommended as mitigations for both the 2030 Background Development and 2030 Total Development scenarios.
 - For the St Catharines Street and Townline Road, and the St Catharines Street and Industrial Park Road intersections, it is recommended that further traffic analysis be conducted by proposed development applications in the area.
- No mitigation is recommended for the proposed Phase 1 development at the 2030 horizon
- Transportation demand management (TDM) measures are recommended to help mitigate roadway capacity issues and encourage the use of sustainable transportation modes.
- The sightlines for the six proposed site accesses are adequate according to the *TAC* intersection sight distance and stopping sight distance guidelines.
- Per Township of West Lincoln's *Official Plan Amendment (OPA) No. 63, Schedule 'L'*, and the *Smithville TMP*, the Town proposed a future realignment of Port Davidson Road to align with Canborough Street in its intersection with Townline Road to support development of the Urban Boundary Expansion Lands. At this time and per the conclusions noted above, it is found that the existing intersection configuration is sufficient for the projected demand of Block Plan Area 9 and a realignment is not needed to accommodate this projected demand. It is recommended that the needs and timing of the planned realignment to be reviewed by the Town and the Region as this and other future developments in the area progress.

Conclusions for proposed Phase 1:

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

4.5 Urban Design Brief

A UDB was originally prepared by Arcadis on August 16, 2024 and submitted to the Township on August 27, 2025. An updated UDB has been prepared by Arcadis on October 15, 2025. The purpose of the UDB is to provide a focused review and discussion considering urban design-related items of the proposal including interaction with the

existing and planned context, details of the proposed Block Plan composition, and a review of key applicable policies and requirements. The UDB states that the proposed concept for Block Plan Area 9 exhibits many positive design markers which are outlined in the Official Plan, Smithville MCP, Urban Design Guidelines, and as highlighted by the Staff Report. From an urban design perspective, the concept proposes an appropriate mix of land uses in a logical arrangement which respond to existing and future contexts. Integral to the overall quality of life for future community residents, the proposed park, trail and open space linkages support healthy and active living for a range of demographics. They will also support habitat for local area wildlife and ecological communities by providing continuity and connections.

4.6 Arborist Report (With Tree Management Plan and Inventory)

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

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

The Arborist Report has identified a large Elm tree (Tree 738) within the proposed Phase 1 Lands in response to comments received at the Neighbourhood Open House meeting and the Statutory Public Meeting. The tree was inventoried and noted to be healthy and significantly larger than most other trees in the inventory, however removal has been recommended due to conflict with the proposed development as the tree is located at the edge of a proposed lot and proposed road and changes in grading would negatively impact its future survivability.

The Elm tree is situated within the proposed Street 'C' right-of-way, at a natural high point with an approximate elevation of +/-189.4. To support the major overland flow route to the SWMF, this area will need to be cut down to a finished grade of +/-188.9, which means a 0.5 m cut. Additionally, the installation of sewer and utility infrastructure within the right-of-way would significantly impact the root system and, consequently, the survival of the existing tree. Given the proposed subdivision layout, grading, and infrastructure planned around the existing tree, it appears that the tree cannot be saved. Therefore, it will need to be removed.

Furthermore, there will be upwards to 250 new trees planted throughout the new subdivision together with a restoration plan that will add additional planting to enhance an identified environmental area. There will be a net increase in the number of trees on the Block Plan Lands as a result of the development.

4.7 Preliminary Trail and Park Plan

A Preliminary Trail and Park Plan, dated September 12, 2025, was prepared by Stantec. The plan depicts the proposed location of the SWMFs, park areas, restoration area, and pedestrian trails. There is one SWMF located at the north end of the Phase 1 Lands and south of the Phase 1 Lands. Park areas are proposed near the central portion of the Block Plan Lands, as well as north/south and east/west linkage features. The linkage which bisects the property east/west and contains a trail is to be completed in the future by others. The restoration area discussed

in the updated EIS is located southeast of the Phase 1 Lands with a total area of 2,856 m². As recommended in the EIS, the landscape plan provides for native species planting in the form of native trees and shrubs and proposes to maintain existing trees identified for preservation in the Arborist Report.

4.8 Stage 3 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Parslow Heritage Consultancy Inc. (“PHC”) on July 21, 2020. The purpose of the Stage 1 Archaeological Assessment was to gather information about the geography, history, and current land conditions of a portion of the Block Plan Area as well as any previous archaeological research and listed archaeological sites on or within the vicinity. A Stage 2 Archaeological Assessment was completed as it was determined that the study area retained both Indigenous and Historic Euro-Canadian archaeological potential. PHC concluded that, “The Algernon Page Site and the J Patterson Site are sites that represent rural historical farmstead occupations of the study area from the Mid- to Late- 19th century; as such they retain cultural heritage value or interest under MHSTCI S&G 3.4.2 S1a. and the Rural Farmsteads Bulletin (MHSTCI 2014) and are recommended for Stage 3 Site Specific Assessment. Intensification around Findspot 1 did not result in the identification of any further cultural materials, as such it is considered free of further archaeological concern”.

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

4.9 Previously Submitted Technical Reports

4.9.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by Stantec on July 2, 2024 and submitted to the Township on August 27, 2024. The purpose of the investigation was to determine the subsurface soil, bedrock, and groundwater conditions at the site, and to provide the preliminary geotechnical design and construction recommendations for the proposed development.

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

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

4.9.2 Karst Assessment

A Karst Assessment was prepared by Terra-Dynamics Consulting Inc. (“Terra-Dynamics”) on July 25, 2024 and submitted to the Township on August 27, 2024. The purpose of the assessment was to assess karst conditions on Block Plan Area 9.

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

- One karst hazard has been identified in the vicinity of the site (see the Karst Assessment prepared by Terra-Dynamics Consulting Inc for more details). This karst hazard (i.e., sinkhole) has been identified and is located within the northern portion of the site. The sinkhole’s water travels under Townline Road via the 900 mm dia. culvert and eventually joins the existing Rock Street Spring.
- In support of Block Plan Approval, Terra-Dynamics completed a Karst Assessment for the site (July 2024). It is stated in the Report that there should be no ecological risk to the Twenty Mile Creek or downstream channel through Rock Street Park and is subject to a permit process close-out or remediation.

Stantec further states in the FSR that a Karst Removal Permit has been completed and provided to the NPCA on July 9, 2025 such to proceed with remediation of the sinkhole to support development.

5 Planning Policy Review

Table 5-1 below provides a response for the comments received from the Township on November 29, 2024 regarding the Block Plan application and proposed Phase 1 DPS on August 27, 2024, specifically in regard to the Block Plan Land Use Concept and the Development Report. These comments and responses can also be found within the Comment Response Matrix included in this submission.

Table 5-1: Response to Township comments

Subsection 6.11.7.3: Natural Heritage System	
<p>Policy 6.11.7.3.14 Conceptual Buffers</p>	<p>a) <i>All development lands adjacent to a Core Area shall be required to provide a Buffer, within which no development or site alteration shall be permitted except in accordance with Policy No. 6.11.7.3.14.f) below.</i></p> <p>b) <i>The width for each Buffer associated with a proposed development shall be a minimum of 30 metres as conceptually shown on Schedule “E-12” unless an ecologically and hydrologically appropriate alternative Buffer width is established through the completion of an Environmental Impact Study (EIS) approved by the Township in consultation with the Region and the NPCA.</i></p> <p>c) <i>The determination of the appropriate width for each Buffer shall consider primarily the protection of the subject natural feature and shall secondarily take into consideration and support the achievement of the natural cover target in combination with the other features and areas identified in Policy No. 6.11.7.3.3.e).</i></p> <p>d) <i>Notwithstanding anything else in this section of the Plan, the width of any Buffer adjacent to a watercourse shall be determined in accordance with</i></p>

	<p><i>the regulations and requirements of the Niagara Peninsula Conservation Authority.</i></p> <p><i>e) Where necessary to accommodate the details of a development layout, minor alterations may be made to the justified revised delineation of the boundaries of a feature Buffer if appropriate as determined by the Township in consultation with the Region and the NPCA based on an approved EIS and in keeping with Policy Nos. 6.11.7.3.14 b) and c) above. Where the final Buffer established through an approved EIS differs from the conceptual Buffer shown on Schedule “E-12” an amendment to this Official Plan is not required to reflect the final Buffer.</i></p> <p><i>f) The uses permitted within a Buffer shall be limited to:</i></p> <ul style="list-style-type: none"> <i>i. those uses identified as permitted uses in Core Areas in Policy No. 6.11.7.3.5.e); and</i> <i>ii. passive recreation uses, provided that appropriate separation from the feature protected by the Buffer is maintained.</i> <p><i>g) Proposals to establish a passive recreation use and for any development or site alteration for a permitted use within a Buffer may be required to complete an EIS to assess the potential impacts of the use on the Buffer and its ecological function.</i></p> <p><i>h) Buffers shall be maintained as self-sustaining, natural vegetation, primarily comprised of native species.</i></p> <p><i>i) Where proposed development involves the creation of one or more lots, any Buffers required in association with that development shall be maintained as single blocks along with the Core Area feature for which the Buffer is required.</i></p> <p><i>j) Where a Buffer is required in association with proposed development, the Township shall require the preparation of a detailed Buffer Management Plan as a condition of approval</i></p> <p><i>k) The Township may require that a Buffer Management Plan include measures for the active naturalization of Buffers, such as the planting of native species and the creation of habitat.</i></p>
<p>Planning Comment: An EIS has been submitted that aligns with the policies’ direction in this section of the Township’s Official Plan. There are no Core Areas identified within Block Plan Area 9 or the proposed Phase 1 Lands. The EIS has identified the location of a Core Area south of Block Plan Area 9 beyond the study boundary. The Core Area includes a significant woodland and a Provincially Significant Woodlot. A portion of the required setback has been identified on the revised Block Plan and is aligned with the overall active transportation network proposed for the Block Plan Lands. The EIS concluded that the proposed Block Plan and development will not negatively impact the Core Area or its ecological functions.</p>	
<p>Policy 6.11.7.3.15 Linkages</p>	<p><i>a) Wherever possible, Linkages shall be maintained as areas of self-sustaining natural vegetation, primarily comprised of native species, to provide high-quality habitat that is suitable for the species intended to use the linkage. Linkages may be refined where appropriate as determined through an EIS based upon the SWS and provided the ecological and</i></p>

	<p><i>hydrologic role and functions of the identified linkages are identified and maintained and, secondarily, taking into consideration the Linkage's contribution to the achievement of the natural cover target in combination with the other features and areas identified in Policy No. 6.11.7.3.3.e).</i></p> <p><i>b) No development or site alteration shall be permitted in, or within 30 metres of, a Linkage unless an Environmental Impact Study has demonstrated, to the satisfaction of the Township, Niagara Region, and any other approval authority, that there will be no negative impacts on the Linkage or its ecological and hydrologic functions. This requirement will be addressed through both the EIS required at the Block Plan stage and where a scoped EIS is required as part of a complete application for development.</i></p> <p><i>c) The uses permitted within a Linkage shall be limited to the following:</i></p> <ul style="list-style-type: none"><i>i. those uses identified as permitted uses in Core Areas in Policy No. 6.11.7.3.5.e);</i><i>ii. passive recreation uses and infrastructure to support such uses, such as trails and rest areas, provided that the overall ecological function of the Linkage is maintained; and,</i><i>iii. Stormwater management facilities, based upon the SWS.</i> <p><i>d) Notwithstanding Policies Nos. 6.11.7.3.15.a), b), and c) above of this subsection, nothing in this Plan is intended to limit the ability of an existing agricultural use to continue within a Linkage.</i></p> <p><i>e) Notwithstanding Policy No. 6.11.7.3.15.b), the following forms of minor construction may be permitted within a Linkage without requiring the completion of an EIS:</i></p> <ul style="list-style-type: none"><i>i. the erection of a new building or structure for an existing agricultural use, an existing agriculture-related use, or an existing on-farm diversified use, provided that the building or structure has a ground floor area less than 200 m²;</i><i>ii. expansions to an existing building or structure for an existing agricultural use, an existing agriculture-related use, or an existing on-farm diversified use, provided that such expansions occupy an area that is less than 50% of the size of the original building and that is less than 200 m²;</i><i>iii. the erection of a new accessory building to an existing residential use, provided that the accessory building has a ground floor area less than 50 m²;</i><i>iv. expansions to an existing residential building or an existing accessory building to a residential use, provided that such expansions occupy an area that is less than 50% of the size of the original building; and</i><i>v. the reconstruction of an existing residential dwelling of the same size in the same location.</i> <p><i>f) Where development is proposed on lands that contain all or part of a Linkage, the Township may require that active restoration measures, such</i></p>
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	<p><i>as the planting of native species, be undertaken as a condition of development approval.</i></p> <p><i>g) Where the proposed development of lands that contain all or part of a Linkage involves the creation of one or more lots:</i></p> <ul style="list-style-type: none"> <i>i. the Linkage shall be maintained as a single block; or</i> <i>ii. where it is not possible to maintain a Linkage as a single block, any fragmentation of the Linkage into multiple blocks shall be minimized.</i> <p><i>h) It is the intent of this Plan that the hydro corridor lands running east–west across the northern portion of the Smithville Urban Area, which lands are identified as a Linkage on Schedule “E12”, be incorporated into the active transportation network as a naturalized multi-modal trail in a manner that maintains the ecological functions of the corridor as a Linkage.</i></p> <p><i>i) The Township will encourage proposed development to incorporate linkages that are not shown on Schedule “E-12” where the provision of such linkages is ecologically appropriate, and particularly where such linkages would serve to connect otherwise isolated features (such as those identified as “Wetlands for Further Review”) to the larger NHS.</i></p> <p><i>j) Further to Policy No. 6.11.7.3.15.i) above, the Township may seek to establish a linkage between the unnamed tributary of Twenty Mile Creek that runs south of Forestview Court and the U-shaped woodland located approximately 500 metres to the south, notwithstanding that this corridor is not identified as a Linkage on Schedule “E-12”. The appropriate width of this linkage will be determined by the Township in consultation with the Region and the NPCA and based on the recommendations made in the approved EIS.</i></p>
<p>Planning Comment: An EIS was prepared to assess the modifications and naturalization of the proposed linkage corridor. The EIS concluded that the proposed linkage would maintain the connection between natural heritage features, support the movement of small wildlife, and provide recreational benefits to the larger community. The width of the linkage has been refined with our revised DPS to achieve a width of 25.0 m to 27.4 m. See Preliminary Trail and Park Plan showing the proposed naturalization treatment for the linkage corridor and the restoration area. The EIS also recommends the existing hydro corridor (pipeline easement) be used as an east-west linkage to complement the north-south linkage. Recommendations for enhancement of the pipeline easement include native species planting, particularly grass and forms, as tree and shrub planting may be restricted due to the utility constraints. The east-west corridor supports wildlife movement, pollinator habitat, and biodiversity.</p>	
<p>Policy 6.11.7.3.16 Recommended Restoration Areas and Potential Restoration Areas</p>	<ul style="list-style-type: none"> <i>a) The “Recommended Restoration Areas” shown on Schedule “E-12” to this Plan shall be interpreted as representing the preferred boundaries of lands that have the potential to be restored to a natural state.</i> <i>b) The proposed development of lands that contain all or part of a Recommended Restoration Area, or on lands that are within 30 metres of a Recommended Restoration Area, shall be subject to the requirement to undertake an Environmental Impact Study, to the satisfaction of the Township and any other appropriate agency or</i>

	<p><i>public body. This requirement will be addressed through both the EIS required at the Block Plan stage and where a scoped EIS is required as part of a complete application for development.</i></p> <p><i>c) An EIS undertaken under Policy No. 6.11.7.3.16.b) with respect to a Recommended Restoration Area:</i></p> <ul style="list-style-type: none"><i>i. shall delineate the boundaries of the Restoration Area to be incorporated into the proposed development;</i><i>ii. shall make recommendations regarding the specific types of restoration that are to be undertaken;</i><i>iii. may refine the boundaries of Recommended Restoration Areas as they are shown on Schedule “E-12”, provided that the refined extent of “Recommended Restoration Area”, or identified alternative restoration opportunities, contributes to the achievement of the natural cover target in combination with the other features and areas identified in Policy 6.11.7.3.3.e); and,</i><i>iv. may recommend the designation of an alternative Restoration Area, with priority given to those identified as Potential Restoration Areas on Schedule “E-12”, provided that such an alternative Restoration Area will achieve the same, or very similar, ecological goals and outcomes as the original Recommended Restoration Area.</i> <p><i>d) Once the boundaries of a Restoration Area have been confirmed through the completion of an EIS:</i></p> <ul style="list-style-type: none"><i>i. the Block Plan shall reflect the Restoration Area boundaries recommended by the completed EIS;</i><i>ii. applicable plans and drawings submitted as part of a complete application for development shall reflect the final Restoration Area boundaries recommend by the completed EIS; and,</i><i>iii. the proponent of development of the lands that contain that Restoration Area shall be required to prepare and implement an Active Restoration Plan as a condition of development approval.</i> <p><i>e) An Active Restoration Plan should, among other things, include:</i></p> <ul style="list-style-type: none"><i>i. a detailed planting plan for the planting and seeding of native species;</i><i>ii. measures for restoring the habitat of significant species; and</i><i>iii. a plan for the amendment of soils, where necessary.</i> <p><i>f) As an alternative to requiring the preparation and implementation of an Active Restoration Plan, the Township may enter into one or more agreements with a proponent of development regarding the costs associated with restoration work or regarding the conveyance of Restoration Area lands as part of a land exchange.</i></p> <p><i>g) Proponents of development on lands that are within 30 metres of a Recommended Restoration Area shall be required to undertake an EIS</i></p>
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	<p><i>to ensure that the proposed development will not interfere with the potential restoration of the adjacent area.</i></p> <p><i>h) The uses permitted within a Restoration Area shall be limited to the following:</i></p> <ul style="list-style-type: none"> <i>i. those uses identified as permitted uses in Core Areas in Policy No. 6.11.7.3.5.e); and</i> <i>ii. passive recreation uses and infrastructure to support such uses, such as trails and rest areas.</i> <p><i>i) Where proposed development on lands that contain all or part of a Restoration Area involves the creation of one or more lot:</i></p> <ul style="list-style-type: none"> <i>i. any Restoration Area shall be maintained as a single block; and</i> <i>ii. Restoration Areas shall be consolidated with adjacent Core Areas in order to maintain the overall integrity of the NHS.</i> <p><i>j) The Township may consider accepting all or a portion of a Restoration Area as part of the required conveyance of land for park or other public recreation purposes, provided that the Township is satisfied that:</i></p> <ul style="list-style-type: none"> <i>i. the active recreation needs of the surrounding area are adequately addressed by existing or planned parks and facilities; and</i> <i>ii. the Restoration Area or part thereof in question:</i> <ul style="list-style-type: none"> <i>A. can support an appropriate range of passive recreation uses without hindering the restoration of the area’s ecological functions; or</i> <i>B. is located in a way that would enhance connections to other parks, open spaces, or recreational facilities; and,</i> <i>iii. the amount of land accepted as part of the required conveyance of land for park or other public recreational purposes is limited to the area which is suitable for and can sustain appropriate public recreational use(s).</i> <p><i>k) Where development is proposed on lands that include one of the Potential Restoration Areas identified on the Land Use Schedules, the Township may require the proponent to undertake an EIS for the purpose of determining whether a Restoration Area to be incorporated into the development should be identified.</i></p> <p><i>l) Where an EIS undertaken under Policy No. 6.11.7.3.16.k) recommends that proposed development incorporate a Restoration Area, the appropriate policies in Section 6.11.7.3.16 a) to j) shall apply.</i></p>
<p>Planning Comment: The designated Restoration Area on Schedule ‘L’ was a former regenerating woodland which was since been converted to Agricultural land with approvals from the Region, Township, and the NPCA. An EIS has been prepared by GeoProcess that recommends that the linkage function can be enhanced by locating compatible land uses adjacent to them such as open space, passive recreational parkland, or naturalization and restoration areas. The EIS has concluded that the proposed naturalized linkage area, park and restoration area will facilitate wildlife movement connecting Twenty Mile Creek to the North Creek corridor</p>	

as intended in the SWS and has an opportunity to provide a net gain to the Natural Heritage System in the area. Refer to the EIS for further discussion.

Subsection 6.11.7.4: Infrastructure & Transportation Systems

**Policy 6.11.7.4.4
Transportation Network**

- d) *All Block Plans shall be required to include a network of roads based on the conceptual Arterial and Collector Road alignments and the general pattern of Local Roads shown on Schedule “E-13” to this Plan in accordance with the policies of this subsection.*
- e) *Adjustments and modifications may be made to the conceptual alignments of future Township Arterial Roads and Collector Roads shown on Schedule “E-13” without requiring an amendment to the Official Plan, provided that:*
 - i. *the intended role and function of the roads will be maintained or improved with the proposed modification or adjustment;*
 - ii. *the proposed adjustment or modification is consistent with the overall goals of the Smithville MCP and the recommendations of the Township’s Transportation Master Plan (TMP); and,*
 - iii. *the final alignment is identified on an approved Block Plan.*
- f) *The Local Roads shown on Schedule “E-13” are not intended to represent the entire local street network and the location, number and alignments of Local Roads will be determined and defined through the Block Plan process, and will be further detailed and changed based on the following criteria:*
 - i. *the intended role and function of the roads will be maintained or improved with the proposed changes;*
 - ii. *the roads are laid out in a grid-like pattern or modified grid format and connectivity and efficiency of the street network will be maximized;*
 - iii. *the roads will be located, aligned and designed to minimize travel distances and avoid offset intersections, the need for dead-end streets, cul-de-sacs or single access development areas;*
 - iv. *the roads allow for viable servicing within their right-of-way;*
 - v. *the roads will extend from and complete the connection with existing and planned streets and intersections located along the boundaries of the Smithville MCP Area, generally as shown on Schedule “E-13”, where applicable; and,*
 - vi. *the roads are identified on an approved Block Plan and refined and finalized through complete applications for development.*

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

6 Updated Draft Plan of Subdivision and Zoning By-law Amendment

OPA 63 allows for the concurrent processing of *Planning Act* applications within the Block Plan review and approvals process. Stantec’s FSR has identified that the northerly portions of Lockbridge, TEK Corporation, and Hendler lands can develop immediately based upon existing infrastructure along Townline Road. Accordingly, a DPS and an implementing ZBLA application is proposed on the portion of Lockbridge and Hendler lands that can be serviced.

6.1 Updated Draft Plan of Subdivision (Phase 1 Lands)

The DPS has been revised to conform to the revised Lockbridge Block Plan and provides greater detail for proposed lot sizes, active transportation linkages, and parkland dedication. The DPS intends to subdivide the Phase 1 Lands to support a total of 177 single detached dwellings, 14 units of semi-detached dwellings, and 31 units of townhouse dwellings. The total land area of 13.4 ha is anticipated to achieve a population of 635.6 persons (47.3 persons per hectare). The proposed Phase 1 Lands do not include lands that are designated as commercial, therefore assuming that 5% of the proposed homes will generate “at home” employment, the proposed jobs created by home based work is 11 jobs. OPA 63 states that the Smithville MCP Area will be planned to achieve an overall minimum density of 50 combined people and jobs per hectare. Table 6-1 below identifies the Gross Density Calculations for Phase 1 and indicates that the DPS will provide a density of 48.1 people/jobs per hectare which is slightly below the target of 50 people and jobs combined per hectare. However, the overall minimum density is calculated over the entire MCP Area and not for one block plan area alone, it is anticipated that the proposed density will continue to contribute to the Township achieving the overall minimum density in the context of the overall area.

Table 6-1: Gross density calculations for Phase 1 DPS

Smithville MCP Designations	No. Units	Gross Ha	Gross Density Target*	Gross Density Provided
Residential Designation - Singles/Semi	191	9.803	15-20 uph	19.5
Medium Density Residential - Townhomes	31	0.816	20-40 uph	38.0
Proposed Population	635.6			
Proposed people/hec.	47.3			
Proposed Jobs (5% home based work)/hec.	0.8			
Density Combined People and Jobs/hec	48.1			
<i>* Calculated using all areas designated as Residential or Medium Residential within the MCP (6.11.7.2.2(f), 6.11.7.2.3(g))</i>				
<i>**Calculated on the entire land including roads, parks, SWM and natural heritage features (6.11.7.2.1(c&d))</i>				

The DPS will also include:

- Five (5) new roads (Streets ‘A’, ‘B’, ‘C’, ‘D’, and ‘E’);
- Two (2) road connections to Townline Road;
- A road widening at the northeast corner of the Phase 1 Lands;
- A linear park over Blocks 187,188 and a portion of the gas easement within Block 196;
- SWMFs are proposed at the north portion of the Phase 1 Lands in Blocks 189-191;

Development Report Addendum – Block Plan Area 9 in the Township of Smithville

- An open space walkway will be provided at the southeast corner of the Phase 1 Lands on Block 186 which will provide access to the future park and proposed linkage trail;
- An existing gas easement has been identified within Blocks 192 to 196 which has been identified for naturalization; and,
- A Neighbourhood Trail over Block 197 and located between Lots 25 and 26 is proposed as a pedestrian connection to future phases.

The TIS prepared by Stantec states that the Old Rail Trail, Westover Express Trail, and South Loop Trail outside of the limits of Block Plan Area 9 are part of the planned bike infrastructure outlined in the Township’s Transportation Master Plan, and are expected to be implemented by other land developments and/or the Township. Block 197 represents an opportunity for the continuation of the trail through the lands if the Township chooses to do so.

Please refer to Figure 6-1 for the revised DPS prepared by Arcadis and Table 6-2 for the land use schedule of the DPS.

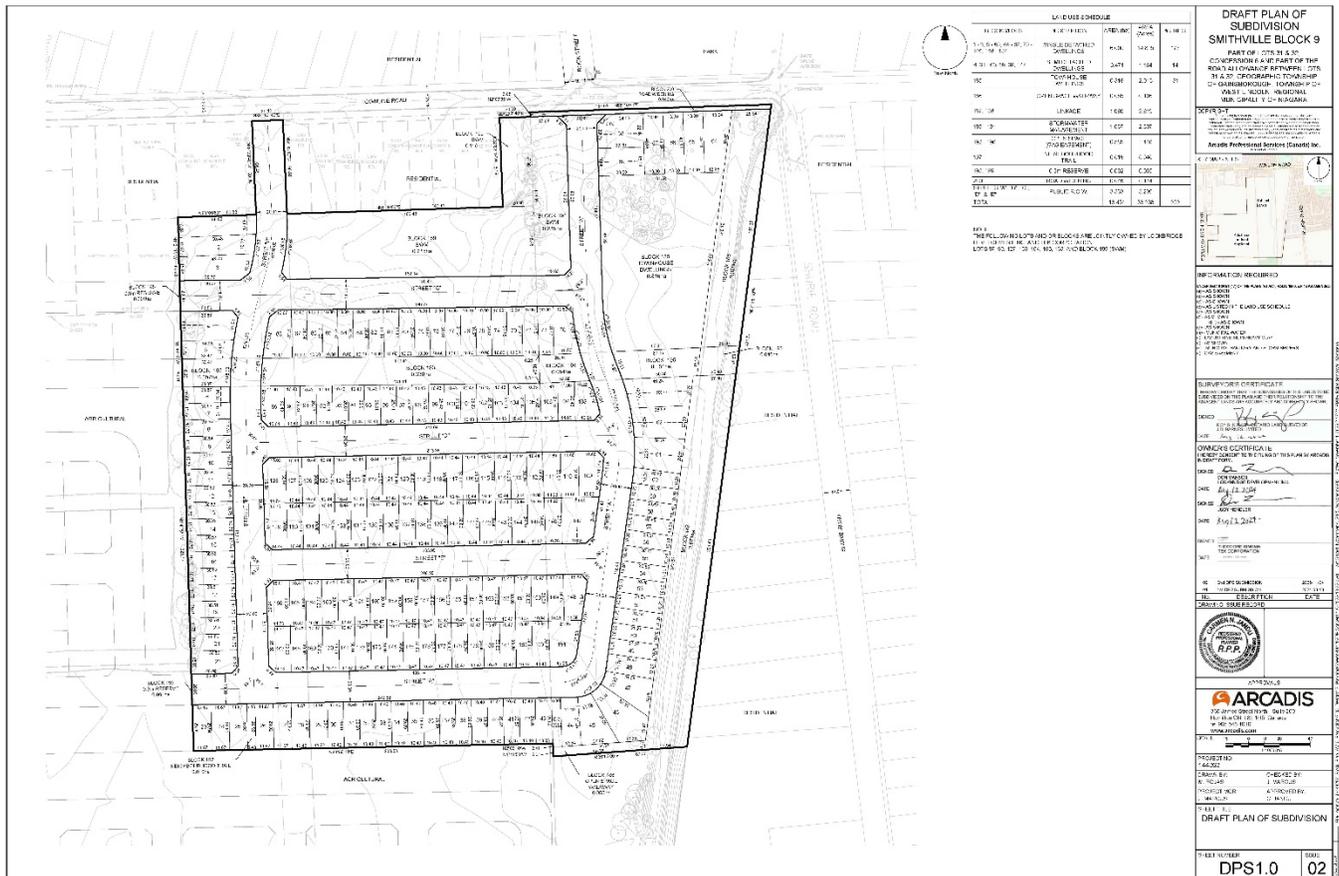


Figure 6-1: Revised DPS prepared by Arcadis

Table 6-2: Land use schedule of the DPS

Blocks / Lots	Description	Area (ha)	Areas (ac)	# Units
1 - 3, 5 - 60, 64 - 67, 70 - 146, 148 - 184	Single Detached Dwellings	6.000	14.825	177
4, 61 - 63, 68, 69, 147	Semi Detached Dwellings	0.471	1.164	14
185	Townhouse Dwellings	0.816	2.016	31
186	Open Space Walkway	0.055	0.136	
187, 188	Linkage	1.060	2.619	
189 - 191	Stormwater Management	1.067	2.637	
192 - 196	Open Space [Gas Easement]	0.585	1.446	
197	Neighbourhood Trail	0.016	0.040	
198, 199	0.3 m Reserve	0.002	0.005	
200	Road Widening	0.046	0.114	
Streets 'A', 'B', 'C', 'D', & 'E'	Public Right-of-Way	3.333	8.236	
Total		13.451	33.238	222

Table 6-3 below identifies the key changes to the original Lockbridge DPS from the August of 2024 submission:

Table 6-3: Draft Plan changes

ORIGINAL Draft Plan of Subdivision Submitted August 2024	REVISED Draft Plan of Subdivision Submitted June 2025	Justification
196 residential units	222 residential units	To provide additional residential units within the Draft Plan area

ORIGINAL Draft Plan of Subdivision Submitted August 2024	REVISED Draft Plan of Subdivision Submitted June 2025	Justification
Six (6) new roads	Five (5) new roads	Street 'F' has been renamed as Street 'A'
Street 'B' as a Collectors Road	Street 'B' as a Local Road	To promote connectivity and efficiency of the street network

The calculation was made with the 5% parkland conveyance under Section 42(1) of the *Planning Act*, using the developable area of 13.45 ha for the DPS. As demonstrated on Table 6-4 below, the proposed DPS is over dedicated for parkland by 0.46 ha when applying the 5% parkland calculation under the *Planning Act*. The parkland calculation in Table 6-4 excludes encumbered land.

Table 6-4: Parkland calculation for Phase 1 DPS

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

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

6.2 Zoning By-law Amendment

The Township of West Lincoln Comprehensive Zoning By-law No. 2017-70 (the “Zoning By-law”) was passed by Council of the Township on June 26, 2017. The Zoning By-law replaces Zoning By-law 79-41 and implements the policies of the Niagara Official Plan and the Township Official Plan. As per the Zoning By-law, the Phase 1 Lands are currently zoned the following:

- Development ‘D’ zone;
- Residential Low Density – Type 1C – Site-Specific Provision 33 ‘R1C-33’ zone; and,
- Agricultural Purposes Only ‘APO’ zone.

The Development ‘D’ zone permits conservation uses, public parks for passive recreation, single detached dwellings on existing lots of record, and accessory buildings or structures, and accessory uses.

To accommodate the proposed development, a ZBLA will be required from the Township to rezone the Phase 1 Lands to the following in order to implement the land use schedule and lot areas proposed by the DPS:

- Residential Low Density – Type 3 ‘R3’ zone;
- Residential Medium Density – Type 3 ‘RM3’ zone; and,
- Open Space ‘OS’ zone.

The requested decrease to the minimum lot area for the shallow middle lots backing onto the gas easement/trail is due to the proposed lotting plan and road patterns of the DPS. Overall, the reduced minimum lot area is desirable and appropriate to facilitate a more compact built form.

6.3 Response to Township Comments

Table 6-5 below provides commentary in response to the comments received from the Township on November 29, 2024 on the DPS and ZBLA application submission in August of 2024.

Table 6-5: Planning responses to comments received from the Township

	Township Comments from November 29, 2024	Planning Response
a)	Lot arrangement with direct access on Street ‘B’ as an arterial/collector road is a concern for vehicles entering and exiting the driveways in this straight and higher traffic corridor.	Street ‘B’ is now identified as a Local Road.
b)	Staff asks to confirm that the proposed 250m ² minimum lot area being requested is the only request from the R3 zone with the yards setbacks and lot coverage remaining as is. This would provide a typical house size on this lot size of approximately 101m ² (1,087ft ²). Planning Staff want to confirm this is the demand for this house size and want to avoid potential applications for minor variances because	The proposed 250 m ² minimum lot area being requested is the only request from the R3 zone with the yard setbacks and lot coverage remaining as is.

	Township Comments from November 29, 2024	Planning Response
	the lots are too small or the lot coverage is insufficient.	
c)	Please confirm what Block 69 is to be used for zoning by-law schedule shows open space.	Block 69 is to be used for semi-detached dwellings.
d)	Please confirm there is no required changes to the RM3 zone to accommodate the condo block (e.g., amenity space, parking, rear yard setback, lot coverage).	There are no required changes to the RM3 zone to accommodate the condo block.

7 Conclusion

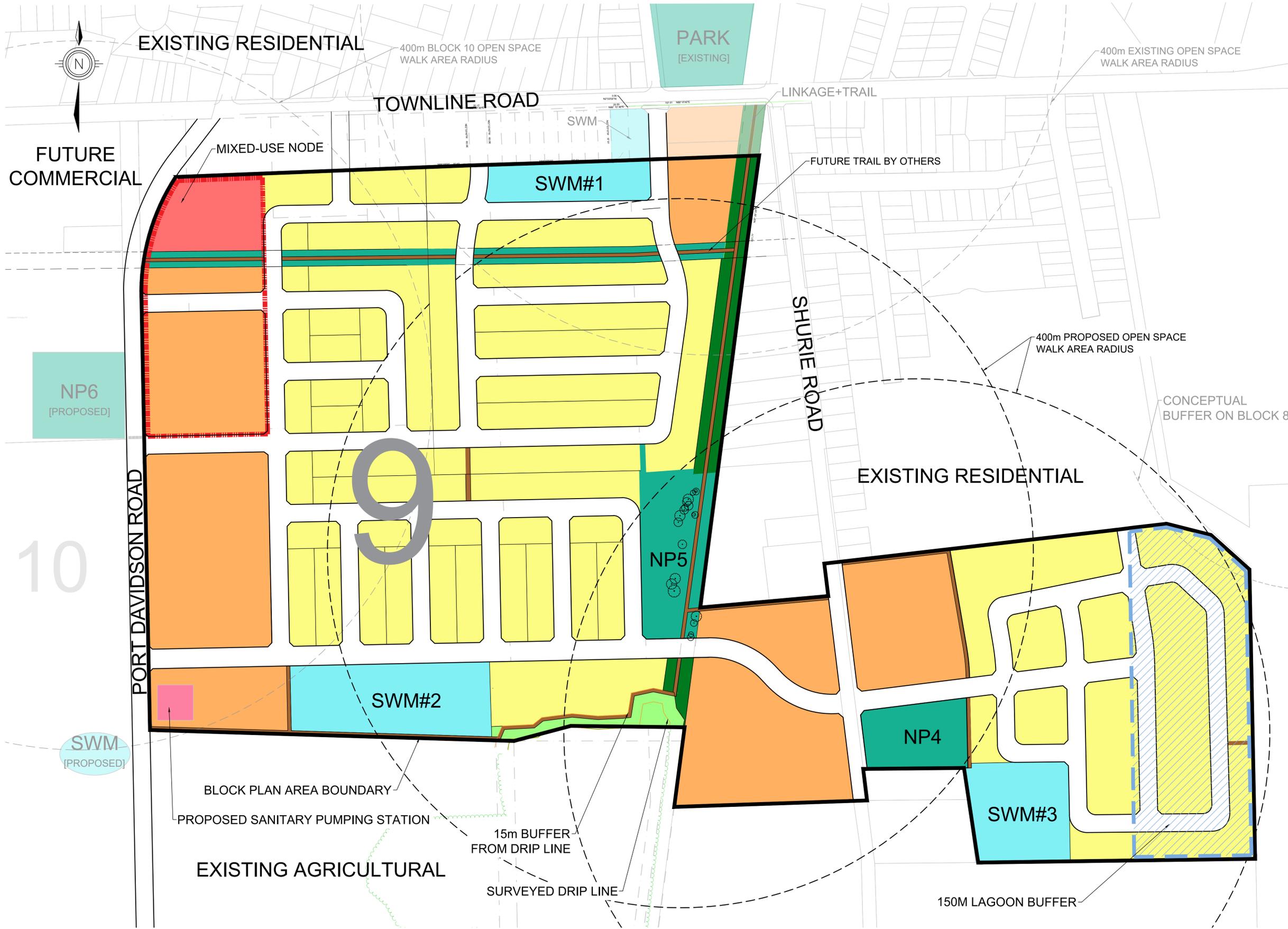
Lockbridge is one of the participating landowners for an assembly of lands within the Block Plan Area 9 expansion lands who have spearheaded the approval for the overall Block Plan for the Block Plan Area 9 expansion lands as approved on Schedule ‘L’ of the Township’s OPA 63. It is the Owner’s intent to refine a Block Plan for the Block Plan Area 9 expansion lands and concurrently apply for approval for the Phase 1 Lands. The approval of Phase 1 proposes to utilize existing municipal services on Townline Road. The revised Lockbridge Block Plan demonstrates the overall preferred road network and land uses including low and medium density residential units, a commercial area, parkland/open space, trails, natural heritage areas, and SWMFs. The proposed development and subsequent planning applications:

- Are supported by the revised technical studies and reports prepared;
- Conform with and are consistent with all upper tier and provincial planning documents given that OPA 63 has just received final approval;
- Are compatible with the surrounding context and complement the Community of Smithville by providing a mix of land uses;
- Increase the number of residential units and contributes to the growth and density targets for the Region and Town;
- Provide employment opportunities through the provision of commercial space;
- Do not negatively impact significant natural heritage features and functions;
- Enhance the quality of life through the provision of open space and trails; and,
- Represent good planning and is in the public interest.

Based on a review of the revised supporting studies and reports and the applicable planning policy framework, the subject applications represent good planning and facilitate an appropriate form of development in the Township of West Lincoln.

Appendix A

Revised Lockbridge Block Plan



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

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

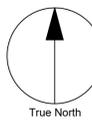
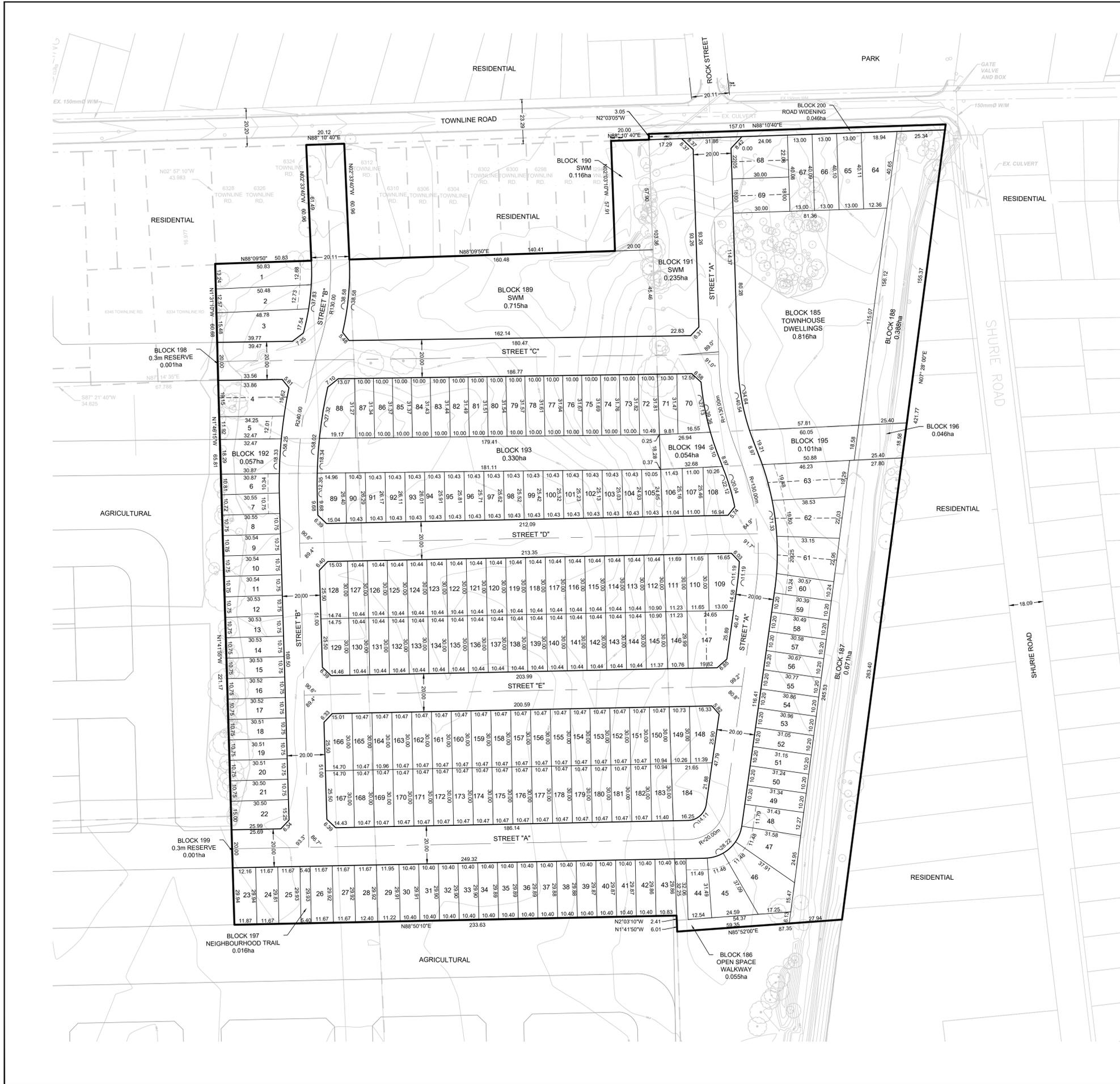
DEVELOPMENT DETAILS - PHASE 1		
LAND USE	AREA	PERCENTAGE
LOW DENSITY RESIDENTIAL (LDR)	±6.12ha (15.12 acres)	68.30%
MEDIUM DENSITY RESIDENTIAL (MDR)	±1.15ha (2.84 acres)	12.83%
PARKS AND OPEN SPACE	±0.59ha (1.46 acres)	6.58%
LINKAGE	±1.09ha (2.69 acres)	12.16%
FUTURE ACTIVE TRANSPORTATION/TRAILS OUTSIDE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

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

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

Appendix B

Revised Draft Plan of Subdivision



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

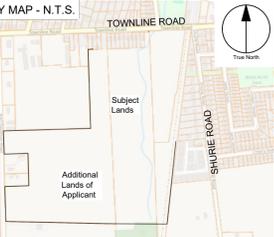
NOTE:
THE FOLLOWING LOTS AND OR BLOCKS ARE JOINTLY OWNED BY LOCKBRIDGE DEVELOPMENT INC. AND TEK CORPORATION:
LOTS 87, 90, 127, 130, 164, 165, 168 AND BLOCK 189 (SWM)

DRAFT PLAN OF SUBDIVISION SMITHVILLE BLOCK 9

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

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

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

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

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

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

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

SIGNED:
JUDY HENDLER
DATE: Aug 12 2024

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

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

DRAWING ISSUE RECORD



APPROVALS

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

SCALE: 1:1000 (m)

PROJECT NO:
144262

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

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

SHEET TITLE
DRAFT PLAN OF SUBDIVISION

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

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