

Secondary Plan **FOR THE NORTHWEST QUADRANT**

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1.0 INTRODUCTION

1.1 Purpose of the Plan

The purpose of the Northwest Quadrant Secondary Plan is to provide a planning framework to guide the detailed planning and future development of Smithville's Northwest Quadrant over the next 20 years. The Secondary Plan builds on the policy framework of the Township of West Lincoln Official Plan (OP) and Provincial and Regional plans and policies in order to provide direction for the orderly development of the Northwest Quadrant community. The Secondary Plan establishes the principles for the design and development of the neighbourhood. It also establishes the land use patterns and conceptual locations of community infrastructure, such as parks and stormwater management ponds.

1.2 Integration with the Township of West Lincoln Official Plan

Policy 5.10 b) of the Township of West Lincoln Official Plan states that "all Greenfield Areas will require a Secondary Plan prior to development. The Northwest quadrant shall be developed as one secondary plan." The expectation is that the policies of this Plan will form part of the Official Plan, which includes all other Secondary Plans.

The content of Sections 2-9 of this document are considered to be the formal Secondary Plan and will form part of an Official Plan Amendment to the Township of West Lincoln Official Plan. Accordingly, in the future, any alterations to the policies in Sections 2-9 shall require an Official Plan Amendment (unless otherwise stated in the Plan). The contents of Section 1 is provided for explanatory purposes only and does not form part of the text of the Official Plan Amendment to implement the Secondary Plan policies. When an Official Plan Amendment is prepared at a later date, the OPA will be formatted in a manner which is consistent with the policy framework established in the current Official Plan.

1.3 Authority

The Secondary Plan has been prepared under the Planning Act and aligns with the policies of the Township of West Lincoln Official Plan, the Region of Niagara Regional Official Plan, the 2014 Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe (2006).

2.0 PURPOSE

The Secondary Plan for the Northwest Quadrant has been prepared to:

1. Co-ordinate and guide development in the Northwest Quadrant Neighbourhood in a manner that integrates new Greenfield development with the existing urban neighbourhoods and adjacent rural lands while respecting and protecting the surrounding environmental features and agricultural uses;
2. Determine the appropriate density and layout of the neighbourhood; and,
3. Establish parameters related to the review and approval of development applications within the Secondary Plan area

3.0 VISION AND GOALS

3.1 Vision

The Northwest Quadrant area totals 34 hectares in size and represents the only remaining Greenfield Area in the Township of West Lincoln intended to accommodate non-employment uses. The purpose of the Northwest Quadrant Secondary Plan is to guide the detailed planning and development in a manner that integrates new development with the existing urban neighbourhoods and adjacent rural lands while respecting and protecting the surrounding environmental features and agricultural uses.

The Northwest Quadrant is proposed to be developed primarily as a complete community with residential uses; an integrated parks and open space system; and, local serving commercial uses. The Northwest Quadrant is expected to function as a prominent gateway into the urban area of Smithville and has the potential to accommodate a minimum of 570 new residential units by 2031.

Accordingly, it is the vision of the secondary plan that the development of the Northwest Quadrant shall reflect the small town character of Smithville and provide an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for future residents of all ages and abilities to enjoy. Ultimately, the Northwest Quadrant will become an urban neighbourhood with a strong pedestrian focus enhanced by public green space and trail linkages and a small scale commercial function to support the needs of the neighbourhood residents.

3.2 Goals

The goals of the Secondary Plan are:

- Develop a land use and development concept that will implement the vision;
- Determine the appropriate population and housing yield/ mix for the development area;
- Provide land use and urban design policies to guide the development of the community;
- To encourage the development of a range and mix of housing types, including the development of accessible and affordable housing;
- To encourage and promote best practices in environmental design and energy conservation;
- Provide a framework for the development of a neighbourhood with a compact urban form that is pedestrian-oriented and incorporates parks, open spaces and trails and provides linkages to the wider trail network;
- To promote active transportation by providing a safe neighbourhood with a high level of connectivity for pedestrians and cyclists;
- To ensure the orderly development of the community by providing a development phasing strategy for the logical development of the community; and,
- To ensure orderly development of the community by providing direction and guidance to the review and approval of development applications.

4.0 COMMUNITY STRUCTURE AND DESIGN

4.1 Community Structure

The Community Structure Plan is illustrated in Schedule A and sets out the overall urban structure for the Northwest Quadrant Secondary Plan area. The Community Structure is based on the design principles identified in Section 4.2.1 and provides a neighbourhood structure organized around an identified future gateway node; a local road pattern which connects to the existing collector road network in the surrounding area; and, an integrated open space network.

The lands are identified as Designated Greenfield Area in the Regional Official Plan and are currently designated Greenfield Area in the Township of West Lincoln Official Plan. The Northwest Quadrant lands will be developed as a primarily low and medium density residential neighbourhood, with the opportunity to develop a limited amount of high density residential and local serving commercial uses at key locations. It is intended that the identified commercial block be developed to serve the day to day needs of future residents of the Northwest Quadrant Neighbourhood and residents of the adjacent subdivision to the east. The gross density target for new residential developments in the designated Greenfield area is a maximum of 20 to 30 units per hectare. The Region of Niagara Regional Official Plan requires that residential lands in designated Greenfield areas will be planned and designed to achieve the minimum density target as set out by the Region and the Province through the Places to Grow Growth Plan. It is recognized that density targets are to be achieved across the designated greenfield area and the Region.

To achieve density targets and create complete communities that provide for housing needs and choice within the Township, the Township's Official Plan emphasizes the development of Greenfield areas to create more compact, multi-modal, mixed-use communities with a range of housing types to develop an orderly and logical progression and which utilizes land, infrastructure and services efficiently. The community structure and associated land use designations allow for development yield of between 550 and 570 units (population of approximately 1,700- 1,750 people), which would ensure that the required minimum greenfield density target of 50 people and jobs per hectare will be achieved. Development on these lands could achieve higher densities, should individual development proposals propose development that reaches the maximum level permitted by these land use designations.

4.2 Land Use Designations

Lands within the Secondary Plan Area are designated one, or more, of the following land use categories as depicted on Schedule A:

- i) Low Density Residential,
- ii) Medium Density Residential,
- iii) Medium Density Residential/ High Density Residential,
- iv) Institutional,
- v) Commercial,
- vi) Future Development,
- vii) Parks; and,
- viii) Stormwater Management.

Schedule A also identifies several special policy areas, where certain exceptions and permissions exist, which consider existing zoning permissions and the potential for future urban area expansion to the west.

The land use designations for the Secondary Plan are intended to complement the broader land use designations provided in the Township of West Lincoln Official Plan. In most cases, the land use policies and permissions described in the Secondary Plan are more detailed than those provided for within the Official Plan. Where there are inconsistencies between a particular policy in the Official Plan and the Secondary Plan, the policies of the Secondary Plan shall prevail.

4.3 Community Design

The Township of West Lincoln Official Plan (2015 Consolidation) identifies that form and density of growth within the Township's urban areas should be guided by appropriate design standards intended to achieve a complete community that is livable, vibrant, well-connected, and prosperous. In order to achieve the desired vision, the Township has prepared and adopted Urban Design Guidelines for Smithville which provide enhanced guidance for the physical design of public and private development in Smithville to create an attractive, high-quality, safe, sustainable, interconnected, pedestrian-friendly and transit-ready community.

The Secondary Plan is based on neighbourhood urban design principles, aimed at establishing a complete community. These principles have used the urban design guidelines identified in the Township of West Lincoln: Smithville Urban Design Manual as their basis.

The Secondary Plan design principles are founded on six key themes aimed at establishing a 'complete community':

- Safety;
- Integration and phasing;
- Housing mix and density;
- Balance;
- Open space network; and,
- Identity and urban design.

4.3.1 *Design Principles*

Development in the Northwest Quadrant shall be consistent with the following principles:

- Provide a diverse mix of land uses and unit types to support a vibrant neighbourhood
- Provide a neighbourhood design concept that considers safety and mitigates railway-oriented impacts
- Develop a neighbourhood at the pedestrian scale to promote social interaction, active streetscapes and an overall walkable neighbourhood
- Establish an open space network of integrated and connected public spaces including parks, trails, stormwater management facilities and natural features
- Develop a well-connected network and hierarchy of streets, paths and trails that enhance connectivity and safely accommodate various modes of active transportation, including walking, cycling, and automobile use
- Locate parks and recreation spaces that will serve all age groups and physical abilities throughout the neighbourhood and connect them with an integrated active transportation system
- Promote compatibility of scale and form between new and existing adjacent development
- Create focal points, corridors and activity nodes within the community to enhance way-finding and establish an identifiable community structure
- Promote sustainable design throughout the built environment to promote efficient use of energy, land, and infrastructure through conservation and energy-saving practices and systems
- Establish distinct gateways to the Northwest Quadrant neighbourhood and the Smithville area to create a cohesive community identity. In accordance with the Township's Urban Design Manual, a Gateway Node (Community Gateway) is identified at the intersection of Regional Road 20.

4.3.2 *Urban Design Policies*

1. Any proposed development shall address the Urban Design Policies of this Plan and, where appropriate, Policies within the Township of West Lincoln's Official Plan and the applicable built form guidelines established in the Township's Urban Design Manual
2. An urban design brief, or design guidelines, which demonstrate how any proposed future plan of subdivision meets the direction of the Township's Urban Design Manual and the Urban Design principles and policies of this Secondary Plan, will be required in support of any such application
3. Development within the Secondary Plan area, including but not limited to areas of public use, shall be designed in accordance with the Accessibility for Ontarians with Disabilities Act, and other applicable Provincial legislation and the Region's Accessibility Design Standards.
4. Streetscapes throughout the Northwest Quadrant Community are important components of the public realm. Streetscapes will be designed to enhance community character and sense of place.
5. Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types and lotting patterns
6. Development throughout the Northwest Quadrant Community shall be encouraged to create a sense of identity and place through the use of various means, including unique building typologies, architectural design treatments, building materials, decorative lighting, decorative

street signs, boulevard treatments, gateway features and landscaping elements. Facades should address the public street as a means of creating community identity and a sense of place.

7. Gateway nodes are identified in the Township's Urban Design Manual. These nodes are intended to signal a sense of arrival and help create a cohesive community identity for Smithville through high-quality and attractive built form, open space, and markers. Development within lands identified as a Gateway Node shall adhere to the Guidelines for Private Development within Gateway Nodes contained within Section 7.2 of the Design Manual
8. Throughout the neighbourhood, buildings shall be designed to form a well-defined and continuous street edge with subtle variations in height and setbacks and high quality architectural features
9. Human scale buildings will be required and be achieved through siting and orientation of a building on a lot and the distribution of building heights and massing. Consideration of building materials and architectural articulation must have regard for maintaining a human scaled form of development. Building heights shall transition between the higher intensity areas to the surrounding lower intensity areas.
10. Decorative lighting, street signage and entrance features are encouraged
11. Buildings on corner lots should articulate facades on both street frontages. Facades of building corners facing public streets should be architecturally consistent in design and materials.
12. Buildings at terminating vistas will be encouraged to be designed as landmarks, with architectural innovation and quality urban design that reflects the community character. Incorporation of public art and enhanced landscaping will be encouraged at these areas
13. Dwellings located on lots in visually prominent locations are priority lot dwellings. Priority lots include those lots within Gateway Nodes, on corner lots, at 'T'- intersections, or directly adjacent to or fronting open spaces, parks, trails natural areas or agricultural lands. Priority lot dwellings shall be identified as such on plans of subdivision and the treatment of priority lots shall be described in the design brief to be submitted in support of a development application
14. Stormwater management systems shall be integrated into the design of buildings and the landscape where appropriate. The use of Low Impact Development stormwater techniques shall be strongly encouraged.

4.4 Transportation Network

The Secondary Plan provides a local road pattern that connects to the existing collector road network and facilitates automotive transportation as well as active forms of transportation such as cycling and walking.

1. This Secondary Plan considers the extension of Grimsby Road 6 north from Regional Road 20 and connecting to a future extension of Spring Creek Road. This connection requires a new railway crossing, which may be an at-grade or grade-separated crossing. If an at-grade separated crossing, the road shall be designed to cross the railway at a 90 degree angle, in accordance with CP Rail's safety requirements.
2. Lands developed adjacent to Grimsby Road 6 shall be planned such that a grade separated crossing can be provided in the future. Development applications should demonstrate that this can be accommodated. Accordingly, adequate setbacks shall be required to be provided and developments shall have consideration for driveways and access points.

3. This Secondary Plan considers that the railway crossing at Grimsby Road 5 may be closed once the new crossing at Grimsby Road 6 is in place. A pedestrian crossing shall remain and the Township will work with CP rail to determine an appropriate pedestrian crossing
4. This Secondary Plan considers that lands will develop over time in phases, via individual plans of subdivision. It is anticipated that these may require temporary turning circles to facilitate development until such time as the transportation network is completed.
5. All local roads and collector roads and multi-purpose trails shall be designed to the Township's Standards and the Region's Standards.

5.0 LAND USE POLICIES

5.1 General Policies

1. The Northwest Quadrant is planned to achieve an overall minimum density of at least 50 people and jobs per hectare. The Township promotes, and will support, development proposals which would result in increased density beyond the current minimum density target.
2. Residential lands will be designated primarily low density and medium density residential, with some higher density residential, mixed use and local serving commercial uses in appropriate locations
3. Development located adjacent to a rail line shall comply with CP Rail Principle Main Line requirements. Development in proximity to air quality/noise and vibration generating uses shall submit appropriate studies pursuant to the guidelines and regulations of the Environmental Protection Act and any applicable regional and Township policies regarding noise and vibration.
4. In order to address challenges related to development within proximity to a rail line, future development applications are encouraged to refer recommendations contained within the Guidelines for New Development in Proximity to Railway Operations document and apply these principles, where applicable and appropriate
5. To be consistent with the Township of West Lincoln Official Plan and to achieve the density target, the Northwest Quadrant Neighbourhood will be planned, designed and zoned to achieve a variety of housing types, styles and lot sizes

5.2 Low Density Residential

1. The planned function of the Low Density Residential designation is to provide opportunity for the development of low-rise residential land uses at lower densities. While the predominant land use with the Low Density Residential designation will be residential, it is intended that complementary non-residential land uses may be permitted to locate within this designation provided they do not impact the ability of the lands to achieve the vision and policies of this Plan and the required overall density target.
2. Lands designated Low Density Residential may be zoned to permit the following residential uses:
 - a. Single detached dwellings;
 - b. Semi detached dwellings;
 - c. Duplex dwellings;
 - d. Linked semi-detached dwellings; and,
 - e. Townhomes and other forms of multiple unit ground related housing
3. In addition to permitted residential uses, lands designated Low Density Residential shall permit the following uses, subject to applicable policies of the Township of West Lincoln Official Plan and the Zoning By-law
 - a. Home Occupations;

- b. Public and Private Utilities;
 - c. Bed and Breakfast Establishments;
 - d. Day Care Facilities;
 - e. Places of Worship;
 - f. Educational Facilities;
 - g. Accessory Apartments; and,
 - h. Garden Suites
4. Low Density Residential uses shall achieve a maximum density of 30 units per hectare.
 5. The maximum building height in the Low Density Residential land use designation shall be 2.5 storeys

5.3 Medium Density Residential

1. The planned function of the Medium Density Residential designation is to accommodate a range of medium density housing types including townhouse dwellings, multiple dwellings and communal housing. While the predominant land use within the Medium Density Residential land use designation will be multiple residential, it is intended that complementary non-residential land uses may be permitted to locate within this designation provided they do not impact the ability of the lands to achieve the vision and policies of this Plan and the required overall density target.
2. The Township will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a medium density built form
3. Low density residential uses are permitted within the medium density residential area, provided it can be demonstrated that the overall density of the plan area is maintained at a minimum of 50 people and jobs per hectare
4. Lands designated Medium Density Residential may be zoned to permit the following residential uses:
 - a. Single Detached Dwellings;
 - b. Semi-Detached Dwellings;
 - c. Duplex Dwellings;
 - d. Triplex Dwellings;
 - e. Townhomes and other forms of multiple unit ground related housing;
 - f. Low-rise apartment buildings; and,
 - g. Communal housing
5. In addition to permitted residential uses, lands designated Medium Density Residential may permit the following uses, subject to applicable policies of the Township of West Lincoln Official Plan and an amendment the Zoning By-law, where applicable
 - a. Home Occupations;
 - b. Public and Private Utilities;
 - c. Bed and Breakfast Establishments;
 - d. Day Care Facilities;
 - e. Places of Worship;
 - f. Educational Facilities;
 - g. Community Facilities;

- h. Accessory Apartments; and,
 - i. Garden Suites
6. Medium Density Residential uses shall have a maximum density of 45 units per hectare
 7. The maximum building height in the Medium Density Residential designation shall be 4 storeys
 8. The Township may consider a maximum height of 5 storeys in the Medium Density Residential designation, on a site specific basis, provided the increased building height is compatible with the built form and physical character of the neighbourhood and complies with the Township's urban design guidelines
 9. Medium Density Residential development shall be subject to Site Plan Control and shall be designed and located consistent with the direction of the Township's Urban Design Manual

5.4 High Density Residential

1. The planned function of the High Density Residential designation is to accommodate a range of medium and high density housing types including townhouse dwellings, high density multiple unit dwellings. The aim of this designation is to encourage medium to high density development, primarily located along Regional Road 20. While the predominant land use within the High Density Residential land use designation will be multiple residential, it is intended that complementary non-residential land uses may be permitted to locate within this designation provided they do not impact the ability of the lands to achieve the vision and policies of this Plan and the required overall density target.
2. The Township will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a medium/ high density built form
3. Lands designated High Density Residential may be zoned to permit the following residential uses:
 - a. Triplex Dwellings;
 - b. Townhomes and other forms of multiple unit ground related housing;
 - c. Low rise apartments;
 - d. Mid-rise apartments; and
 - e. Communal housing
4. In addition to permitted residential uses, lands designated High Density Residential shall permit the following uses, subject to applicable policies of the Township of West Lincoln Official Plan and an amendment the Zoning By-law, where applicable
 - a. Day Care Facilities;
 - b. Places of Worship;
 - c. Educational Facilities;
 - d. Community Facilities; and,
5. High Density Residential uses shall have a minimum density of 40 units per hectare
6. The maximum building height in the High Density Residential designation shall be 5 storeys
7. The Township may consider a maximum height of 6 storeys in the High Density Residential designation subject to the submission of a design brief which demonstrates the proposed increase in height will maintain an appropriate public realm and pedestrian streetscape
8. High Density Residential development shall be subject to Site Plan Control and shall be designed and located consistent with the direction of the Township's Urban Design Manual

9. New entrances and driveways along the frontage of Regional Road 20 shall only be permitted subject to the approval of the Regional Municipality of Niagara

5.5 Commercial

1. The planned function of the Commercial designation is to accommodate commercial development that will serve the local neighbourhood. It is the intent of Commercial area to act as a connecting centre for the neighbourhood and create opportunities for residents to obtain commercial goods and services, required to meet their day to day needs, within a reasonable walking and cycling distance. Accordingly, a range of retail and convenience commercial uses, business and professional offices that would serve the surrounding neighbourhood are appropriate.
2. Commercial uses should be small scale in nature and developed up to a maximum of 2,000 square metres of gross leasable area
3. Lands designated Commercial may be zoned to permit the following uses:
 - a. Mixed use and freestanding commercial buildings, which may include residential uses above the first storey;
 - b. Office;
 - c. Clinic;
 - d. Retail;
 - e. Personal service;
 - f. Commercial service; and,
 - g. Restaurant.
4. The Township may permit freestanding residential buildings within the Commercial designation.
5. Notwithstanding the above, low density residential uses are not permitted within the Commercial designation.
6. The Township may permit Drive Through Restaurants within the Commercial designation
7. The following uses are prohibited within the Commercial designation
 - a. Automotive-oriented uses of any kind (sales, service, gas stations); and,
 - b. Adult entertainment establishments
8. The Zoning By-law may further refine the list of permitted and prohibited uses
9. Buildings shall have a minimum building height the equivalent of 2 storeys and a maximum building height of 5 storeys
10. The Township may consider a maximum height of 6 storeys in the Commercial designation subject to the submission of a design brief which demonstrates the proposed increase in height will maintain an appropriate public realm and pedestrian streetscape
11. For commercial developments which propose a residential component, the density requirements of the High Density designation shall be applied to the residential portion
12. Commercial facilities shall be designed to provide a safe environment for pedestrians and encourage walking
13. Buildings shall be located such that they help to frame the street and vehicle parking is located to minimize conflicts with pedestrians
14. Surface parking lots are to be adequately screened

15. Lighting shall be oriented away from residential areas and have minimal impact on existing and new residential uses
16. Development within the Commercial designation shall be subject to Site Plan Control and shall be designed and located consistent with the direction of the Township's Urban Design Manual
17. A design brief in support of site plan applications for commercial development is required
18. Special studies, as deemed appropriate by the Township and the Region, may be required at the site plan approval stage to ensure compatibility of non-residential uses with residential and other sensitive uses
19. Existing driveways will be relocated to new local streets if possible to avoid conflicts between existing entrances and new street New entrances and driveways along the frontage of Regional Road 20 shall only be permitted subject to the approval of the Regional Municipality of Niagara

5.6 Institutional

1. The planned function of the institutional designation is to recognize and accommodate the use that currently exists on the lands legally described as Pcl 8-1 Sec M98; Lt PI M98 As Confirmed By PI 30ba1695 and municipally known as 6659 Highway 20. It is the intent that these lands redevelop to accommodate primarily a residential built form in the future, should the current use cease to exist.
2. On the lands legally described as Pcl 8-1 Sec M98; Lt 8 PI M98 As Confirmed by PI 30ba1695 and municipally known as 6695 Highway 20, for such time as the Institutional designation is in place, these lands shall only be used for those uses permitted in accordance with the applicable zoning for the site. Replacements, improvements, additions or expansions of buildings or structures legally existing as of the date of passing of this Plan may be permitted, subject to consideration by Township staff.
3. Any future redevelopment of the lands legally described as Pcl 8-1 Sec M98; Lt 8 PI M98 As Confirmed by PI 30ba1695 and municipally known as 6695 Highway 20 will require an Official Plan Amendment and shall have regard to the general land use patterns identified on Schedule A, including the identified local road pattern. Any redevelopment proposals on these lands shall include a road connection via an extension of Streamside Drive and future development will require consideration of stormwater management options.

5.7 Future Development

This Plan anticipates the future extension of Spring Creek Road, which will provide access and frontage for lands identified as Future Development on Schedule A. It is the intent that those lands designated Future Development on Schedule A shall not be developed until such time as access is provided.

1. Once access is provided, via the extension of Spring Creek Road, those lands designated Future Development shall be permitted to develop in accordance with the Low Density Residential designation of this Plan
2. Should an application for development be submitted in advance of the extension of Spring Creek Road, such applications will be required to identify alternative forms of access to facilitate the

development of those lands designated Future Development for evaluation by Township staff. If Township staff determine the proposed alternative access is feasible, those lands designated

3. Future Development may be permitted to develop in accordance with the Low Density Residential or Medium Density Residential designations of this Plan
4. Development proposals should be based on the Township's Urban Design Guidelines, which direct that development along collector roads should be front lotted. Development applications that propose a form of development which is not front lotted may be considered, subject to approval by the Township of West Lincoln.

5.8 Parks

1. The planned function of the Parks land use designation is to provide the Northwest Quadrant and surrounding neighbourhoods with convenient access to a broad range of uses, including municipal parks and other green spaces
2. A park and trail system is a key component of the Secondary Plan. It is the intent that the park designation be developed consistent with the Neighbourhood Parks and Playgrounds and Linear Parks and Greenspace Corridors typologies identified in Section 9 of the Official Plan
3. The amount and type of parkland within the community shall be consistent with the policies contained within Section 9 of the Township of West Lincoln Official Plan and will be determined through the draft plan of subdivision process
4. Cash-in-lieu of parkland may be accepted by the Township in accordance with Section 9 of the Township of West Lincoln Official Plan and Section 37 of the Planning Act
5. Park blocks shall have a trail connection to promote connectivity via on-street or off-street trails, which connect blocks, open spaces and other points of interest including the future Multi-Use Recreational Site
6. Parks and trails shall be strategically located and linked to the broader trail system, as identified in the Township's Trails and Corridors Master Plan
7. All trails shall be designed consistent with the Township of West Lincoln Trails and Corridors Master Plan
8. Parks shall be easily accessible to residents and will be located within close proximity of all residential areas
9. The Township encourages the integration of stormwater management facilities as part of the parks and open space system. Wherever feasible and appropriate, such lands shall be designed to provide a park-like setting or the character of a natural wetland and, where appropriate, may be adjacent to public parks. However, stormwater management facilities shall not be accepted as parkland under the parkland dedication provisions of the Township Official Plan and the Planning Act.
10. Lands designated for park use adjacent to the rail lines will provide noise and safety buffers for adjacent residential uses. Consultation with the appropriate rail company, and completion of appropriate studies (i.e. noise and vibration studies) will be required to determine specific noise and safety measures
11. The planting of trees within parkland blocks is encouraged to provide shade and to enhance the urban forest

12. In addition to the provision of open space and parks, private amenity recreation space should also be provided through future development applications, particularly for lands designated for medium density residential uses.
13. Minor adjustments may be made to the size and location of parks and open space through the development approval process, without further amendment to the Secondary Plan, as long as the general intent of the Secondary Plan is respected

5.9 Stormwater Management

1. This Plan provides a general stormwater management strategy as follows:
 - a. The lands located to the east of Grimsby Road 5 drain to the south east and stormwater management can be accommodated through an appropriate stormwater management facility that outlets to the south side of the railway tracks into an existing culvert
 - b. The lands to the west of Grimsby Road 5 outlet to the south side of Regional Road 20 into the existing stormwater system, which outlets to Twenty Mile Creek
2. The location and size of stormwater management facilities is based on the general stormwater strategy and is approximate. A detailed stormwater management study will be required to be submitted, for consideration by the Township, the NPCA and Niagara Region as part a complete application for development.
3. A small portion of the Secondary Plan at the western edge currently drains to a small tributary of 20 Mile Creek that flows westerly beyond the Secondary Plan Area at the location of the potential Grimsby Road 6 extension. The portion of the tributary in the Secondary Plan area shall be maintained by:
 - a. Ensuring that an appropriate level of overland flow to this tributary is maintained in order to ensure no negative impact to the tributary;
 - b. Ensuring that the extension of Grimsby Road 6 includes an appropriate crossing for this tributary in order to ensure no negative impact to the tributary; and,
 - c. Requiring that an overall storm drainage plan be developed as part of development applications which addresses storm water quality and quantity controls.

5.10 Special Policy Areas

1. This Plan recognizes that the Township's Urban Design Manual identifies the lands located along Highway 20 adjacent to South Grimsby Road 6 and the future planned roundabout as a Gateway Node. This plan also recognizes that there is current, ongoing, work at the Township and the Region to determine land use needs to the year 2041 which may require an expansion to Smithville's urban boundary to accommodate the forecast population. Should additional lands be brought into the urban boundary contiguous to this Secondary Plan, it may be appropriate to permit a mixed-use built form on the lands identified as Medium/High Density Residential (Special Policy Area A), to allow the lands to develop and function as a cohesive Gateway Node. Accordingly, the lands shown as Medium/ High Density Residential (Special Policy Area A) may develop to Medium/ High density residential, subject to Section 5.4 of this plan. In addition, the lands within Special Policy Area A may develop to commercial uses, subject to the following:

- a. The completion of the Regional Municipal Comprehensive Review and the Township's Municipal Comprehensive Review processes determines that an expansion to the urban area of Smithville is required in order for Township of West Lincoln to accommodate forecast population and employment growth;
 - b. The completion of a commercial land needs assessment determines that additional commercial lands are required to accommodate the forecast population and employment growth;
 - c. A Zoning By-law Amendment to establish and implement the range of permitted uses and their appropriate size;
 - d. Should it be determined that alternate land use designation and zoning regulations be appropriate for these lands, development shall be subject to Site Plan Control and shall be designed and located consistent with the applicable sections of the Township's Urban Design Manual, having specific regard to the Area Specific Guidelines for Community Gateway Nodes
2. This Plan recognizes that the lands legally described as Pcl 10-1 Sec M98; Lt 10 Pl M98 As Confirmed By Pl 30ba1695; West Lincoln, and municipally known as 6633 Highway 20, are zoned Highway Commercial (C3). Notwithstanding the Commercial policies of this plan, which state that it is the intent that these lands develop to provide local serving commercial uses over the long-term, this Plan recognizes that existing zoning on the site permits Highway Commercial uses as of right. Accordingly, the lands identified on Schedule A as Commercial (Special Policy Area B) may develop in accordance with the highway commercial policies of the Official Plan and the applicable in-effect zoning regulations, recognizing that the Township is currently undertaking a comprehensive review of the Zoning By-law. Development on these lands shall be subject to Site Plan Control and shall be designed and located consistent with the direction of the Township's Urban Design Manual.

6.0 SUSTAINABILITY

1. Development of the Northwest Quadrant Community is encouraged to implement efficient and effective methods of providing energy. This could be achieved by incorporating renewable energy resources, neighbourhood and building design techniques or other innovative initiatives
2. The Township will promote development that strives to conserve energy and achieve the sustainability objectives of the Official Plan by encouraging, supporting and, where appropriate, requiring:
 - a. Compact development and efficient built form;
 - b. Transit supportive development and the greater use of active modes of transportation;
 - c. Environmentally responsible design and construction practices;
 - d. The use of green roofs;
 - e. The integration, protection and enhancement of natural features and landscapes into building and site design; and,
 - f. The reduction of resource consumption associated with development
3. The incorporation of renewable energy sources, high-efficiency electrical and mechanical systems, water recycling and other “green” building features is encouraged
4. The Township will encourage, at the development application stage, the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED or other similar published standards, the incorporation of Energy Star appliances, the physical layout of the plan having regard to energy conservation, and buildings powered by renewable energy sources

7.0 DEVELOPMENT PHASING

The purpose of the Secondary Plan is to ensure the orderly and logical development of the Northwest Quadrant lands. Draft Plans of Subdivision shall consider the following policies:

1. Full development of the lands will require the installation of water and sanitary sewer infrastructure
2. This plan provides a general servicing strategy as follows:
 - a. Lands located on the west side of Grimsby Road 5 will generally be serviced through the extension of existing services located on Highway 20
 - b. Lands located on the east side of Grimsby Road 5 will generally be serviced by an extension of the servicing system in the subdivision located to the east and will be connected at Las Road
3. Plans and functional servicing reports prepared in support of plans of subdivision are to identify staging and the rationale in support of the proposed staging
4. This Plan considers the extension of Grimsby Road 6 to the north from the intersection at Regional Road 20 and a new crossing of the railway. Until the road is constructed and the new crossing in place, the existing crossing at Grimsby Road 5 must remain.

8.0 IMPLEMENTATION

The purpose of the Secondary Plan is to guide the detailed planning and development of the Northwest Quadrant Lands over the next 20 years. The approval of plans of subdivision, and other development applications, that are consistent with the Secondary Plan will be the primary implementation mechanism.

8.1 Non-Conforming Land Uses

1. Any land use existing on the date of approval of this plan that does not conform with the land use designations as shown on Schedule A of this plan, or the policies related thereto, should as a general rule cease to exist in the long term
2. Any land use that does not conform to the provisions of the Zoning By-law should, as a general rule, cease to exist in the long term

8.2 Amendments to the Plan

1. Applications for development which do not align with the Policies or land use schedule of this Plan shall require an Official Plan Amendment. Amendments to the Plan shall be subject to the policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process
2. The Township will update its zoning By-law to ensure that the land uses and design policies for this Secondary Plan are reflected in the City's Zoning By-law
3. Applications for development within the Secondary Plan Area shall be subject to the policies of this Plan and the Official Plan (where applicable). Amendments to the zoning By-law shall be subject to the policies of this Plan and the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process

8.3 Future Development Applications

1. The review and approval of future development applications will be based on the Secondary Plan. Applications will be reviewed for conformity and consistency with the Secondary Plan, and other guiding documents.
2. Before submitting a development application, applicants must attend a pre-consultation meeting, in accordance with the policies of Section 18.16 of the Official Plan
3. The Streamside Sewage Pumping Station is located in close proximity to the Secondary Plan Area. Future studies (i.e. air quality/ noise, etc.) may be required for future development proposals.
4. As part of future development applications, further detailed studies may be required in support of any application. These studies may include:
 - a. Planning justification report;
 - b. Conceptual Site Plan;

- c. Land Use/ Market Needs Report;
- d. Detailed stormwater management study;
- e. Archaeological Assessment;
- f. Environmental Impact Study;
- g. Transportation Impact Study;
- h. Air Quality/ Noise Study;
- i. Vibration Study;
- j. Detailed Servicing Design Studies;
- k. Detailed Road Design Studies;
- l. Grading Plans;
- m. Urban Design Briefs;
- n. Landscape Plans;
- o. Tree Preservation Plan;
- p. Geotechnical Report;
- q. Functional Servicing Report;
- r. Record of Site Condition;
- s. Environmental Site Assessment;
- t. Hydrogeological Study; and,
- u. Any other study as deemed necessary by the Township of West Lincoln, Regional Municipality of Niagara, the Niagara Peninsula Conservation Authority or any other agency that may have an interest in the application as determined by the Township

8.4 Monitoring

1. The Township will prepare a monitoring program to track the implementation of the Secondary Plan and report on the progress of its implementation. The monitoring program should identify development statistics for residential development to ensure the density target can be achieved

8.5 Updating the Plan

1. The Township will comprehensively review the policies of this Secondary Plan at the 5 year review of the Township's Official Plan. Depending on the outcomes of the review, the Township may decide to update the Plan.

8.6 Interpretation

1. In the event of a conflict between the Official Plan and this Secondary Plan, the policies of the Secondary Plan shall prevail
2. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Municipality, adjustments to the size and location of the land use designations and adjustments to the location of new streets will not require an amendment to this Secondary Plan.



Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Policy Area A
- Special Policy Area B
- Institutional
- Commercial
- Parks & Trail Linkages
- Stormwater Management
(SWM to be confirmed at Detailed Design Stage)
- 30m Railway Building Setback



Land Use

- Low Density Residential
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