

AGENDA

THE THIRTY-NINTH MEETING OF THE ONE HUNDRED AND TWENTY-SEVENTH COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS

COUNCIL CHAMBERS 6:00 P.M. CLOSED SESSION
CITY HALL 7:00 P.M. REGULAR SESSION SEPTEMBER 4TH, 2007

ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY

OPENING PRAYER

DISCLOSURES OF INTEREST

MINUTES

DEPUTATIONS

COMMITTEE OF THE WHOLE

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATIONS

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

PUBLIC NOTICE

NOTICES OF MOTION

ADJOURNMENT

CLOSING PRAYER

THE LORD'S PRAYER

Alderman G. Campbell

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meetings held on August 13th, 2007.

DEPUTATIONS

Elgin-St. Thomas United Way 2007 Campaign

Mrs. Anne Kenny, Public Service Chair, Elgin-St. Thomas United Way 2007 Campaign, will be in attendance to request Council's support for the United Way 2007 Campaign.

2010 International Plowing Match

A representative from the 2010 International Plowing Match Committee will be in attendance to discuss the 2010 IPM event.

COMMITTEE OF THE WHOLE

Council will resolve itself into Committee of the Whole to deal with the following business.

PLANNING AND DEVELOPMENT COMMITTEE - Chairman H. Chapman

UNFINISHED BUSINESS

Minimum Maintenance By-Law - Ontario Heritage Act

Development Agreement Policies

NEW BUSINESS

Zoning By-Law Amendment - Clinic - 120 Centre Street - Christine & Dennis Broome

Report PD-28-2007 of the Planner. Pages 10 & 11

Zoning By-Law Amendment - Wal-Mart Store Expansion - 1063 Talbot Street - Calloway Reit (St. Thomas) Inc.

Report PD-30-2007 of the Director, Planner. Pages 12 to 129

Land Division Committee, County of Elgin - Notice of Application for Consent - 39734 Fingal Line, Township of Southwold - James Douglas Lyle

Notice was received from the Land Division Committee of the County of Elgin of an application made by James Douglas Lyle to sever lands at 39734 Fingal Line in the Township of Southwold, for agricultural purposes.

Land Division Committee, County of Elgin - Notice of Application for Consent - 39734 Fingal Line, Township of Southwold - James Douglas Lyle

Notice was received from the Land Division Committee of the County of Elgin of an application made by James Douglas Lyle to sever lands at 39734 Fingal Line in the Township of Southwold, to add to the adjoining residential lot.

BUSINESS CONCLUDED

ENVIRONMENTAL SERVICES COMMITTEE - Chairman T. Johnston

UNFINISHED BUSINESS

Road and Sidewalk Reserve Fund

Proposed Playground Development - Feasibility Analysis of Proposed Public/Private Partnership between City of St. Thomas and Faith Baptist Church

Green Lane Landfill Purchase by the City of Toronto - Status Report - Possible Waste Management Contract Extension

Dalewood Ravine Trail - Correspondence

Programs for the Enhancement of Drinking Water Quality in Homes with Lead Water Services

Burwell Road between South Edgeware Road and Talbot Street - Sidewalk - Correspondence

Township of Southwold - Wastewater Master Planning Study

Vacant Land Condominium - Fair and Equitable Taxing

Forest Avenue Manhole Cover and Sewer - Correspondence

Forest Avenue Sidewalk - Petition

Source Protection Committee Appointments - Grand River Conservation Authority

Report ES102-07 of the Director, Environmental Services. **Pages** 130 to 141

Source Protection Committee Appointments - Grand River Conservation Authority - Township of Malahide - Correspondence

A letter has been received from R. Millard, C.A.O./Clerk, regarding a joint meeting between the Township of Malahide and the City of St. Thomas to discuss a rotation based appointment method for the Board. **Page** 142

NEW BUSINESS

Orchard Park Subdivision Development - Phase 2A, Development of TVDSB Elementary School Block Site and Park Block - Special Subdivision Agreement

Report ES104-07 of the Director, Environmental Services. **Pages** 143 to 147

Thompson Avenue No Parking Zones - Petition

A letter has been received from Donald A Vickerman, 21 Thompson Avenue, regarding the No Parking restrictions on Thompson Avenue. **Pages** 148 to 151

Request for Trees on the Boulevard, South Side of Chestnut Street - Correspondence

A letter has been received from Bruce Low, 62 Fairview Avenue, regarding tree planting on the south side of Chestnut Street. **Page** 152

BUSINESS CONCLUDED

PERSONNEL AND LABOUR RELATIONS COMMITTEE - Chairman G. Campbell

UNFINISHED BUSINESS

NEW BUSINESS

BUSINESS CONCLUDED

FINANCE AND ADMINISTRATION COMMITTEE - Chairman T. Shackelton

UNFINISHED BUSINESS

Bridge, Sewers and Water Capacity in Barwick Street Area

Cell Phone Policy

Kiwant Manors Limited - Seniors' Housing - 139 First Avenue

Thomas the Tank Engine Event - User Fees

Downtown Development Board - Horton Farmers' Market

NEW BUSINESS

Ontario 9-1-1 Advisory Board - Grant Request

A letter has been received from Dan Van Londersele, Chair, Ontario 9-1-1 Advisory Board, requesting that Council consider a financial contribution. **Pages** 153 to 156

St. Thomas Elgin Public Art Centre - Grant Request

A letter has been received from Laura Woermke, President, Board of Directors, St. Thomas-Elgin Public Art Centre, requesting that Council consider a financial contribution. Page 57

BUSINESS CONCLUDED

COMMUNITY SERVICES COMMITTEE - Chairman B. Aarts

UNFINISHED BUSINESS

Parks Pavilion Renaming

Walk of Fame

Paralympics Ontario - Request for Hosting Bids

Recreation Facilities Comparative Financial Figures

St. Thomas Junior B Stars Hockey Team - 2007-2008 Permits

Report PR-11-07 of the Manager of Culture & Recreation. Pages 158 to 164

NEW BUSINESS

BUSINESS CONCLUDED

PROTECTIVE SERVICES AND TRANSPORTATION COMMITTEE - Chairman D. Warden

UNFINISHED BUSINESS

Leash Free Dog Park

Bus Services to 1063 Talbot Street and Shopping Complex near Elm Street and Wilson Avenue

White Street Yield Signs

Transit Terminal Building Rehabilitation Project - Tender Award

Report ES101-07 of the Manager of Operations & Compliance. Pages 165 to 187

Attachment.

YWCA St. Thomas-Elgin Summer Camp - Reduced Rate Children's Bus Tickets

City Parking System Committee

Taxis By-Law - Enforcement of Non-Licensed Taxis

NEW BUSINESS

Temporary Exemption to Animal Control By-Law 53-96

Report CC-41-07 of the Deputy City Clerk. Pages 188 & 189

BUSINESS CONCLUDED

SOCIAL SERVICES COMMITTEE - Chairman L. Baldwin-Sands

UNFINISHED BUSINESS

NEW BUSINESS**Domiciliary Hostel Per Diem Rate Increase**

Report OW-24-07 of the Director, Ontario Works and Social Housing. **Report To Follow** 189A + 189B

Ontario Municipal Social Service Association Submission to the Provincial-Municipal Fiscal and Service Delivery Review

Report OW-25-07 of the Director, Ontario Works and Social Housing. **Pages** 190 to 203

Provincial Government Upload of Social Service Costs

Report OW-26-07 of the Director, Ontario Works and Social Housing. **Pages** 204 + 205

BUSINESS CONCLUDED**REPORTS PENDING**

ROAD RESURFACING PROGRAM - BUDGET FORECASTS - J. Dewancker

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Planning and Development Committee - Chairman H. Chapman

Environmental Services Committee - Chairman T. Johnston

Personnel and Labour Relations Committee - Chairman G. Campbell

Finance and Administration Committee - Chairman T. Shackelton

Community Services Committee - Chairman B. Aarts

Protective Services and Transportation Committee - Chairman D. Warden

Social Services Committee - Chairman L. Baldwin-Sands

A resolution stating that the recommendations, directions and actions of Council in Committee of the Whole as recorded in the minutes of this date be confirmed, ratified and adopted will be presented.

REPORTS OF COMMITTEES**PETITIONS AND COMMUNICATIONS****Request for a Letter of Tolerance - 4 Nolan Street**

A letter has been received from K. Stewart Bowsher, Solicitor, requesting a letter of tolerance for the property at 4 Nolan Street. **Pages** 206 to 209

Fetal Alcohol Spectrum Disorder Awareness Day - Proclamation - September 9th, 2007

A letter has been received from Bob de la Penotiere, 11 Hitch Crescent, St. Thomas, requesting that Council proclaim September 9th, 2007 as "Fetal Alcohol Spectrum Disorder Awareness Day" in the City of St. Thomas and in addition to ring the bells at City Hall on September 9th, 2007 at 9:09 a.m. **Page** 210

BOOST Child Abuse Prevention and Intervention - Proclamation - October 2007

A letter has been received from Karyn Kennedy, Executive Director and Siew Lee Brett, Coordinator of Fundraising & Special Events, Boost Child Abuse Prevention and Intervention, requesting that Council proclaim the month of October as "Child Abuse & Neglect Prevention Month".

A letter has been received from Karyn Kennedy, Executive Director and Siew Lee Brett, Coordinator of Fundraising & Special Events, Boost Child Abuse Prevention and Intervention, requesting that Council proclaim October 1st, 2007 as "Go Purple for Prevention Day".

National Family Dinner Night - Proclamation - September 20, 2007

A letter has been received from Alison Gelata, Public Relations Specialist, M & M Meatshops, requesting a letter of support from the Mayor and that Council proclaim September 20, 2007 as "National Family Dinner Night".

Arthritis Awareness Month - Proclamation - September 2007

A letter has been received from Don Strickland, Manager, Regional Development, South West Region, The Arthritis Society, requesting that Council proclaim the month of September as "Arthritis Awareness Month".

Be a Big for a Day - Big Brothers / Sisters of St. Thomas-Elgin- Proclamation - September

A letter has been received from Barb Matthews, Executive Director, Big Brothers / Sisters of St. Thomas-Elgin regarding street closure Thursday, September 27, 2007.

A letter has been received from Barb Matthews, Executive Director, Big Brothers / Sisters of St. Thomas-Elgin requesting that Council proclaim the month of September as "Big Brother Big Sister Month" and that their flag be flown at City Hall for the week of September 24th to 28th.

Lifelines to Healing Campaign - Proclamation - September 2007

A letter has been received from Linda Sibley, Executive Director, Addiction Services of Thames Valley, requesting that Council proclaim the month of September as "Recovery Awareness Month".

St. Thomas-Elgin General Hospital Auxiliary - Annual Fall Conference - Request for City Pins

A letter has been received from Betty Lynn Cassis, Auxiliary President, St. Thomas-Elgin General Hospital, requesting 150 St. Thomas city pins for distribution at the Annual Fall Conference to be held Wednesday, October 17, 2007.

Township of Southwold - Takumi Stamping Canada Inc.

A letter has been received from Denise McLeod, Deputy Clerk, Township of Southwold, extending their congratulations to the City of St. Thomas for being chosen as the Canadian base of operations for the Takumi Stamping Canada Inc.

Gold Wing Road Riders Association - Letter of Thanks

A letter has been received from Ron Elliott, Chair - Community Liaison and Promotion, GWRRA, extending their appreciation to the Mayor, Council and the City of St. Thomas for a successful Rendezvous 2007 event. **Page 211**

Canadian Nuclear Association

A letter has been received from Murray Elston, President and CEO, Canadian Nuclear Association regarding the 2007 pocket book on nuclear facts. The 2007 pocket book can be viewed in the Mayor's Office at City Hall during regular business hours or visit the website at www.can.ca.

Ontario Power Authority's 2006 Annual Report

A letter has been received from Jan Carr, Chief Executive Officer, Ontario Power Authority, regarding the 2006 Annual Report. The 2006 report is available in the Clerk's Department at City Hall.

One Change - Project Porchlight Campaign

A letter has been received from Marhsall Gallardo Castaneda, Ontario Campaign Manager, regarding the "Project Porchlight" campaign to promote energy conservation. Visit the website for more energy efficient information at www.onechange.org.

New Years Eve Bus Service - Mothers Against Drunk Driving

A letter has been received from Kathy Gilchrist, Co-President, MADD, regarding bus service for New Years Eve for December 31, 2007 from 7:00 p.m. to 2:00 a.m. January 1, 2008.

Discontinuance of Railway Line, CASO Subdivision from Mile 113.64 to Mile 117.49, in the City of St. Thomas

A letter has been received from Jean D. Patenaude, Assistant General Counsel, Canadian National, regarding the discontinuance and sale of railway line, CASO subdivision from mile 113.64 to mile 117.49, in the City of St. Thomas. **Pages** 212 + 213

Ministry of Transportation - Steel Deck Truss Bridges Inspections

A letter has been received from Raymond J. Manthra, P. Eng, Executive Director, Ministry of Transportation, regarding bridge standards and inspection requirements. **Page** 214 A

Papa J's. Tavern & Hotel - 595 Talbot Street - Application for Liquor Licence

Application has been made to the Alcohol and Gaming Commission of Ontario by Papa J's Tavern & Hotel for a liquor licence for its indoor areas at 595 Talbot Street, St. Thomas. Council may make representation to the Board concerning the application.

UNFINISHED BUSINESS

Emergency Services Committee

NEW BUSINESS

BY-LAWS

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 4th day of September, 2007.
2. A by-law to appoint an Acting Mayor. (Alderman Terry Shackelton - September 18th to 26th, 2007)
3. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas. (Removal of holding zone provision - Block A, Plan M-8, Block 75, Plan 11M-164 and Parts of Blocks 76 & 80 Plan 11M-164 - Doug. Tarry Limited)
4. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas. (Removal of holding zone provision - Part of Blocks 121 & 128 and Block 122, Plan 11M-165 - Inn Services Inc.)
5. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas (Permit commercial uses - 120 Wellington Street - Triton Group)

6. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas (Permit clinic - 308 Wellington Street - First St. Thomas Shopping Centre)

7. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas (Permit business office - 1022 and 1024 Talbot Street - H. J. Hayhoe Ltd. /Springwater Developments)

8. A by-law to adopt Amendment No. 63 to the City of St. Thomas Official Plan (Permit Day Spa and Hair Salon - 90 Talbot Street - Charles Martin)

9. A by-law to amend By-Law 50-88, being the Zoning By-Law for the City of St. Thomas (Permit Day Spa and Hair Salon - 90 Talbot Street - Charles Martin)

10. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Michael J. Cheng Medicine Professional Corporation (SPC 05-07 - 202 Elm Street - Clinic).

11. A by-law to amend By-Law 44-2000, being a by-law to provide for the regulation of Water Supply in the City of St. Thomas (increase water consumption rates and charges - "Schedule A")

PUBLIC NOTICE

NOTICES OF MOTION

CLOSED SESSION

This meeting be closed to deal with a personal matter about an identifiable individual, and a matter of litigation or potential litigation.

OPEN SESSION

ADJOURNMENT

CLOSING PRAYER



The Corporation of the City of St. Thomas

Report No.: PD-28-2007

File No.: 2-14-07

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Report Date: August 24th, 2007
Council Meeting Date: September
4th, 2007

Subject: Proposed Zoning By-law Amendment - Christine & Dennis Broome
120 Centre Street, Part Lot 72, Plan 23, City of St. Thomas.

Department: Planning Department
Prepared by: Jim McCoomb, Planner

Attachments:

RECOMMENDATION:

THAT: Report PD-28-2007 be received;

THAT: Council, pursuant to Section 34(10.4) of the Planning Act, R.S.O., 1990 as amended, direct the Clerk to notify the applicant (Christine & Dennis Broome) that the information and material required under Subsections 34(10.1) and (10.2) of the Act has been provided and the application is thereby considered complete;

THAT: Direction be given to prepare a site specific draft amendment to the Zoning By-law to permit a clinic as an additional permitted use on lands located at 120 Centre Street, which lands may be legally described as Part Lot 72, Plan 23, City of St. Thomas, County of Elgin;

AND THAT: A public meeting be set for *October 1st, 2007 @ 6:25 p.m.* in accordance with Ontario Regulation 545/06.

ORIGIN:

Christine & Dennis Broome have made application to amend the City of St. Thomas Zoning By-law 50-88 to permit a clinic as an additional permitted use within the existing office building located at 120 Centre Street. Staff have reviewed the application and all supporting documentation provided by the applicants and are satisfied that the application is complete relative to the requirements of Subsections 34(10.1) and (10.2) of the Planning Act, R.S.O., 1990 as amended. Staff are recommending that Council, pursuant to Section 34(10.4) of the Act, notify the applicant that the application is considered complete.

ANALYSIS:

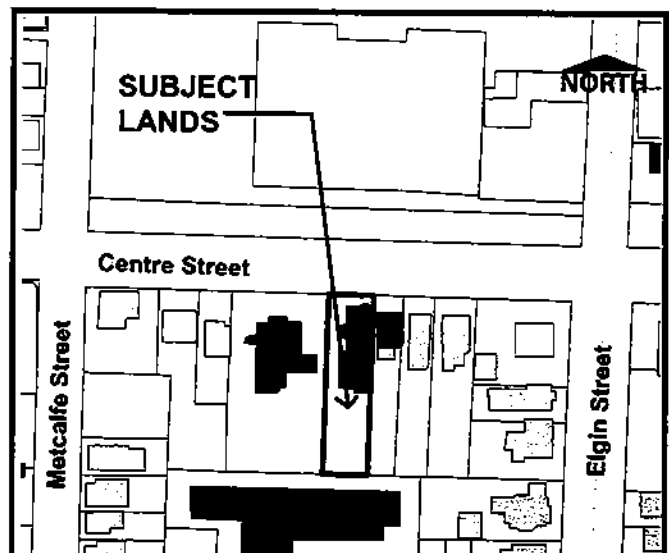
Proposal:

The subject lands currently contain an existing two-storey former residence that has been converted into professional offices. It is proposed by the applicant to permit a hearing clinic and a denture clinic on the first floor of the existing building. No new development or additions to the existing building are proposed as a part of this application.

The existing land uses surrounding the subject property include commercial uses to the north and a mix of restricted business use (offices) and residential uses to the east and west. To the south are existing residential uses. The subject lands are rectangular in shape with approximately 14.78 metres of frontage on Centre Street, and may be legally described as Part of Lot 72, Plan 23, City of St. Thomas. Known municipally as 120 Centre Street, the subject lands are shown outlined in bold on the Location Plan.

2005 Provincial Policy Statement (PPS):
The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that Council consider provincial interest when making

Location Plan:



planning decisions and to ensure that local planning decisions are "consistent with" Provincial planning interests.

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The subject land to the proposed amendments is located within an area predominated by existing business office uses. The lands are serviced with full municipal sewer and water services.

I have reviewed the applicant's submission, which in accordance with new regulatory requirements provides information on how the Plan is consistent with Provincial interest. In this regard I am of the opinion that the proposed amendment to the By-law is consistent with Provincial interest as expressed in the current Policy Statement.

Official Plan Policies:

The subject property is located within the Office/Professional designation of the St. Thomas Official Plan. This designation permits that the predominant use of land shall be for professional offices. In my opinion, Council may consider the proposed amendment to the Zoning By-law without requiring an amendment to the Plan.

Zoning By-law:

The subject property is currently located within the Restricted Commercial Zone (C8) of the City of St. Thomas Zoning By-law 50-88. The C8 zone permits, among other things, restricted business office uses. The definition from the By-law for "restricted business office" states that it does not include "...any business defined or included within any other definition...". A clinic is separately defined within the By-law. Therefore, in my opinion a site specific amendment to the By-law is required in order to permit a clinic use as an additional permitted uses on the subject lands as proposed by the applicant.

The subject lands are subject to site plan control.

Respectfully submitted,



Jim McCoomb
Planner



Reviewed By:

Env. Services

Treasury

City Clerk

Other



**The Corporation of the
City of St. Thomas**

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Report No.: PD-30-2007

File No.: 2-09-07

Directed to: Chairman H. Chapman and Members of the
Planning and Development Committee

Date Report Authored: August 23rd, 2007
Council Meeting Date: September 4th, 2007

Subject: Application by Calloway Reit (St.Thomas) Inc. for an Amendment to Zoning Bylaw 50-88, to permit a 5,574 square metre (60,000 square feet) expansion of the Wal-Mart store located at 1063 Talbot Street.

Department: Planning Department
Prepared by: Patrick J C Keenan, Director of Planning

Attachments:

Figure 1 - Ownership (Air Photo)
Figure 2 - Wal-Mart Building Expansion
Figure 3 - Current Site Plan
Figure 4 - Wal-Mart Expansion Concept Plan
Part A: Planning Peer Review Report, Dillon Consulting
Part B: Market Review and Opinion, W. Scott Morgan & Associates Ltd.
Appendix 1 - 6: Technical Reports submitted as part of zoning application

RECOMMENDATION:

THAT: Report PD-30-2007 be received;

THAT: Council, pursuant to Section 34(10.4) of the Planning Act, R.S.O., 1990 as amended, direct staff to issue a notice to the applicant, Calloway Reit (St.Thomas) Inc. that the information and material required pursuant to Subsections 34(10.1) and (10.2) of the Planning Act, as amended, has been provided and the application is thereby considered complete;

THAT: Direction be given to prepare a site specific draft amendment to the Zoning By-law 50-88 to permit a 5,574 square metre (60,000 square feet) expansion of the existing Wal-Mart store located at 1063 Talbot Street;

AND THAT: A public meeting be set for *October 1st, 2007 @ 6:30 p.m.* in accordance with Ontario Regulation 545/06.

ORIGIN:

Calloway Reit (St.Thomas) Inc., hereinafter referred to as Calloway, has made application for an amendment to Zoning By-law 50-88 to permit an expansion to the Wal-Mart store located within the Power Centre site at 1063 Talbot Street. The application proposes a 5,574 square metre (60,000 square feet) expansion of the current Wal-Mart store. Agents for the application are Smart Centres Management Inc., who manage the lands occupied by Wal-Mart and Goodmans LLP who are Smart Centres Legal representatives.

Staff have reviewed the application and all supporting documentation provided by the applicants and are satisfied that the application is complete relative to the requirements of Subsections 34(10.1) and (10.2) of the Planning Act, R.S.O., 1990 as amended.

The purpose of this report is to provide the background to the application by Calloway and to consolidate the conclusions and recommendations of the Peer reviews and staff reviews.

BACKGROUND CONTEXT: POWER CENTRE SITE

The 47.9 ac. (19.4 ha.) Power Centre site is located on the northeast quadrant of the Talbot Street/First Avenue intersection, immediately adjacent to Canadian Tirmken which is located on the corner. The L-shaped property has, approximately, 655.08 ft. (197.67 m.) of frontage on Talbot Street and 664.4 ft. (202.56 m.) frontage on First Avenue, a lot depth of 1853.4 ft. (565.06 m.) off of Talbot Street and 1519 ft.(463.11 m.) off of First Avenue.

The Power Centre is bounded by Talbot Street on the south, First Avenue on the west end the Canadian National Railway line on the north and CN/CP Railway on the east. Surrounding land uses include industrial immediately west of the site and residential west of First Avenue, commercial and Industrial to the north, industrial to the east and commercial south of talbot Street. (See Location Plan)

The Power Centre site was approved in 2000 with development commencing in 2001. The site presently consists

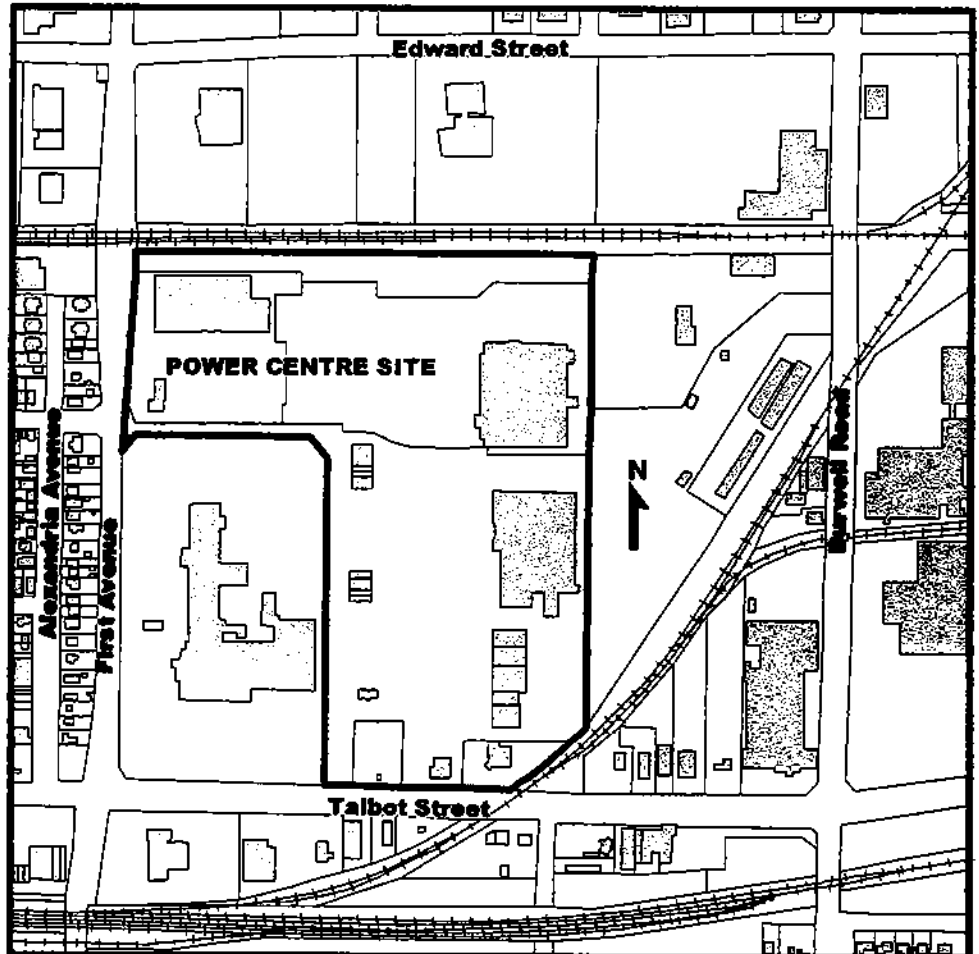
of approximately 34,373 square metres (370,000 square feet) of retail, food and commercial space. The site is zoned for a maximum of 37,160 square metres (400,000 square feet). The major anchors include Wal-Mart, Real Canadian Super Store and Canadian Tire. Other uses include restaurants, personal service uses, gas bars and smaller retail outlets.

The Power Centre site was originally developed by First Railside Developments Limited and is managed by Smart Centres Management Inc. (formerly First Professional Management Inc.). During the course of its development portions of the site have been subdivided by consent and there are now 6 separately owned parcels within the site. The owners include Calloway (managed by Smart Centres Management Inc.), Loblaw's Limited (Real Canadian Super Store and Loblaw's gas bar) Canadian Tire and the St. Willibrord Community Credit Union Ltd. The limits of property ownership within the Power Centre site are shown on Figure 1 (Air photo).

The Power Centre Site is designed to function as a single development notwithstanding the multiple ownerships and is subject to site plans and agreements.

Location Plan

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CALLOWAY DEVELOPMENT APPLICATION:

The application by Calloway applies only to the lands owned by Calloway as shown on Figure 1. The proposed change to zoning will not apply to the other owners within the Power Centre site.

The Calloway application proposes additions to the Wal-Mart store to effectively increase its gross floor area by 5,574 square metre (60,000 square feet). Currently the Wal-Mart Store has a gross floor area of approximately 9,905 square metres (106,624 square feet). According to the Planning Report (prepared by the GSP Group) submitted with the application the "proposed expansion is intended to allow Wal-Mart to diversify its current product and service offering to include groceries and to enhance the shopping experience with wider aisles and other features" thereby providing a better level of service.

The 60,000 square feet of new floor space is planned to be composed of 40,000 square feet of expanded food space and 20,000 square feet of department store related space (Non-Food Store Retail -NFSR). The proposal is to expand the Wal-Mart building at the north and south ends of the building with some minor expansion on the west side (front) of the building. It is proposed to demolish part of Building K (Unit K6 - 7200 square feet) in order to accommodate the expansion on the south side of the Wal-Mart building. (See Figure 2)

Currently approximately 370,000 square feet of the 400,000 square feet of commercial floor space permitted by the zoning by-law has been constructed on the Power Centre site. The application indicates that the remaining 30,000 square feet is allocated between the Real Canadian Super Store (15,000 square feet), for a future addition to the north side of the existing foodstore and the balance to a new Building G, to be located immediately north of Wendys on the Calloway site. The proposed expansion of Wal-Mart is over and above the 400,000 permitted by the zoning By-law.

Attached to this report as Figure 3 and Figure 4 are a current site plan and a concept plan of the proposed expansion to the Wal-Mart Store. Figures 3 and 4 have been taken from the GSP Group Planning Report.

TECHNICAL REVIEW OF THE DEVELOPMENT APPLICATION

Peer Reviews:

The following technical reports were submitted in support of the Calloway application:

- **CALLOWAY REIT (ST. THOMAS) INC. PLANNING REPORT** - June 2007, GSP Group - Appendix 1 to Report PD-30-2007

- **CALLOWAY REIT (ST. THOMAS) EXPANSION TRAFFIC STUDY** - June 2007, iTrans - Appendix 2 to Report PD-30-2007
- **MARKET REVIEW AND OPINION, WAL-MART EXPANSION CALLOWAY REIT (ST. THOMAS) INC.** - June 2007, MALONE GIVEN PARSONS LTD. - Appendix 3 to Report PD-30-2007
- **Addendum to Functional Servicing Report prepared by Cosburn Patterson Mather dated October 2000** - June 2007, Counterpoint Engineering - Appendix 4 to Report PD-30-2007
- **Addendum to Stormwater Management Design Report prepared by Cosburn Patterson Mather dated February 2, 2001 and Stantec dated May 15, 2006** - June 2007, Counterpoint Engineering - Appendix 5 to Report PD-30-2007
- **CONCEPT PLAN prepared by Petroff dated June 14, 2007** - Appendix 6 to Report PD-30-2007

As part of the application review process, peer reviews were undertaken of the Calloway application submission in accordance with the policies of the Official Plan which state: "an application to expand an existing Power Centre will only be permitted after a detailed evaluation of the proposed development based on the submission and an independent peer review" of the supporting documents required by the Official Plan "at the expense of the applicant".

Ron Shishido, Dillon Consulting has prepared a Planning Peer review of the application and W. Scott Morgan prepared a peer review report assessing the market impact of the application.

The Environmental Services Department reviewed the traffic and servicing reports and Planning Staff assessed the proposed application for compliance with the City's Zoning By-law 50-88.

Planning Peer Review - Official Plan:

The lands owned by Calloway are located within the Power Centre Commercial designation as shown on Schedule "A" to the City of St. Thomas Official Plan. Mr. Shishido's Planning review assessed the conformity of the application submission and the proposed expansion to the Wal-Mart Store to the policies of the Official Plan for an expansion within a designated Power Centre site. Mr. Shishido's report is attached as Part A to this report.

Mr. Shishido concludes that *"the proposed development application submitted by Calloway REIT (St. Thomas) Inc. and their supporting Planning Impact Report as well as Official Plan Amendment No.47 and the reviews of the application prepared for/by the City, it is concluded that the proposed application is in conformity with the Official Plan of the City of St. Thomas."*

Planning staff have reviewed the Calloway application submission and the Planning Peer Review Report and concur that the Calloway application for the proposed Expansion to Wal-Mart complies with the policies of the Official Plan.

Market Impact Peer Review:

Mr. W. Scott Morgan, W. Scott Morgan & Associates Limited, has prepared as part of the City's Commercial Policy Review for the Official Plan Review process an updated market demand and impact analysis. The report is entitled "Regional Commercial Systems Study, City of St. Thomas & Municipality of Central Elgin, Licence Plate Surveys, Consumer Telephone Survey & Updated Projections of Residual Market Demands" and is dated May, 2007. This report is a comprehensive update of the "Retail Market Demand Analysis, Regional Commercial Systems Study" completed by Mr Morgan in January of 2000. The 2007 report evaluates how the City has adapted to the new retail space developed since 2000, provides updated projections of future retail commercial space needs and assesses the adequacy of the commercial hierarchy to meet the future needs.

Mr. Morgan has reviewed the Calloway application including the market review and opinion by MALONE GIVEN PARSONS LTD. He has prepared a peer review report that tests both the proposed expansion of the existing Wal-Mart store and the proposed future expansion (15,000 square feet) of the Real Canadian Super Store. A copy of his peer review report is attached as Part B to this report.

Mr Morgan concludes his report with the following opinion:

"As a result of these updated projections, my professional opinion is that the expansion of the Real Canadian Super Store and the proposed expansions of Wal-Mart and the inclusion of additional non-department store NFSR space on the Smart Centres lands can be accommodated within the market without detrimental impact on planned function."

"These expansions would enable St. Thomas and Central Elgin retailers to retain the projected penetrations of the Secondary Zone, particularly the Aylmer sector, which is facing increased competition from anchor store upgrades of the retail infrastructure in Woodstock and Tillsonburg."

Traffic Impact Servicing Reports :

The Environmental Services Department has reviewed the Expansion Traffic Study dated June 2007 prepared by iTrans Consulting Engineers and concurs with the findings, conclusions and recommendations of this report. In essence, the proposed Wal-Mart building expansion will not have an adverse impact on traffic and pedestrian circulation, parking and transit. Also, the servicing requirements of the proposed building expansion can be accommodated by the existing site services that were installed during the initial development stages of the Power Centre Site.

Zoning By-law 50-88:

The Power Centre site is located within the Power Centre Zone - C10 of the City's Zoning By-law 50-88. The C10 Zone permits a range of retail/commercial uses including retail stores, retail food stores, restaurants and personal services uses among others.

The provisions of the Power Centre Zone were drafted based on the recommendations of the 2000 "Retail Market Demand Analysis, Regional Commercial Systems Study" prepared by Mr Morgan. Special zoning provisions and holding zone requirements were developed to regulate the gross leasable floor area (GLFA) of the retail/commercial permitted on the Power Centre site. The special zoning provisions:

- restrict the GLFA of all buildings on the Power Centre site to 37,160 square metres (400,000 square feet),
- restrict the total GLFA of a Department Store (Wal-Mart) to 9,755 square metres (105,000 square feet),
- require that the minimum GLFA for any retail store to be 275 square metres (3000 square feet), and
- limit the total number of retail stores having individual GLFA's of less than 465 square metres (5000 square feet) to 10% of the total GLFA constructed on the Power Centre site.

Special Holding Zone provisions also apply to the site which were designed to ensure that the construction of certain uses on the site did not outpace the increase in market demand identified in the 2000 Morgan Report. One holding provision regulates retail food store development and the other restricts the total GLFA for retail stores, excluding a Department Store or Retail Food Store, to a maximum of 9,290 square metres (100,000 square feet).

The Calloway application to expand the existing Wal-Mart building by 60,000 square feet will require an amendment to the special zoning provisions of the C10 Zone (Sections 15A.5.8 and 15A.5.9) and the release of the holding zone restriction on retail food store in so far as these zoning requirements apply to Calloway's lands. The 60,000 square feet of new floor space is planned to be composed of 40,000 square feet of expanded food space and 20,000 square feet of department store related space. The total GLFA of the expanded Wal-Mart will be approximately 166,624 square feet.

The proposal complies with all other requirements for development within the C10 Zone with respect to permitted use, lot area, frontage requirements, height, building setbacks and parking requirements.

Staff are recommending that the draft zoning by-law amendment be site specific, permitting an exemption to the special zoning provisions of the C10 Zone to permit only the expansion of the existing Wal-Mart building within the lands owned by Calloway. The amendment would also include special zoning provisions applicable to the Wal-Mart building restricting the amount of GLFA to be allocated between the retail food component and the department store related space (NFSR).

The application is subject to Site Plan Control.

FINANCIAL CONSIDERATIONS

All of the City's consulting and legal costs associated with the peer review of the application and the preparation of the draft zoning by-law will be paid by Calloway.

STAFF RECOMMENDATION:

Based on the review by City Staff and City's Consultants (peer review) of the Calloway application and supporting technical reports, it is recommended that the City of St. Thomas Council, accept the application as complete and authorize staff to proceed with the preparation of a site specific draft Zoning By-law Amendment in accordance with the parameters of the staff report and to schedule a public meeting in accordance with the requirements of the Planning Act.

Respectfully submitted,



Patrick J C Keenan
Director of Planning

Reviewed By:

Env. Services

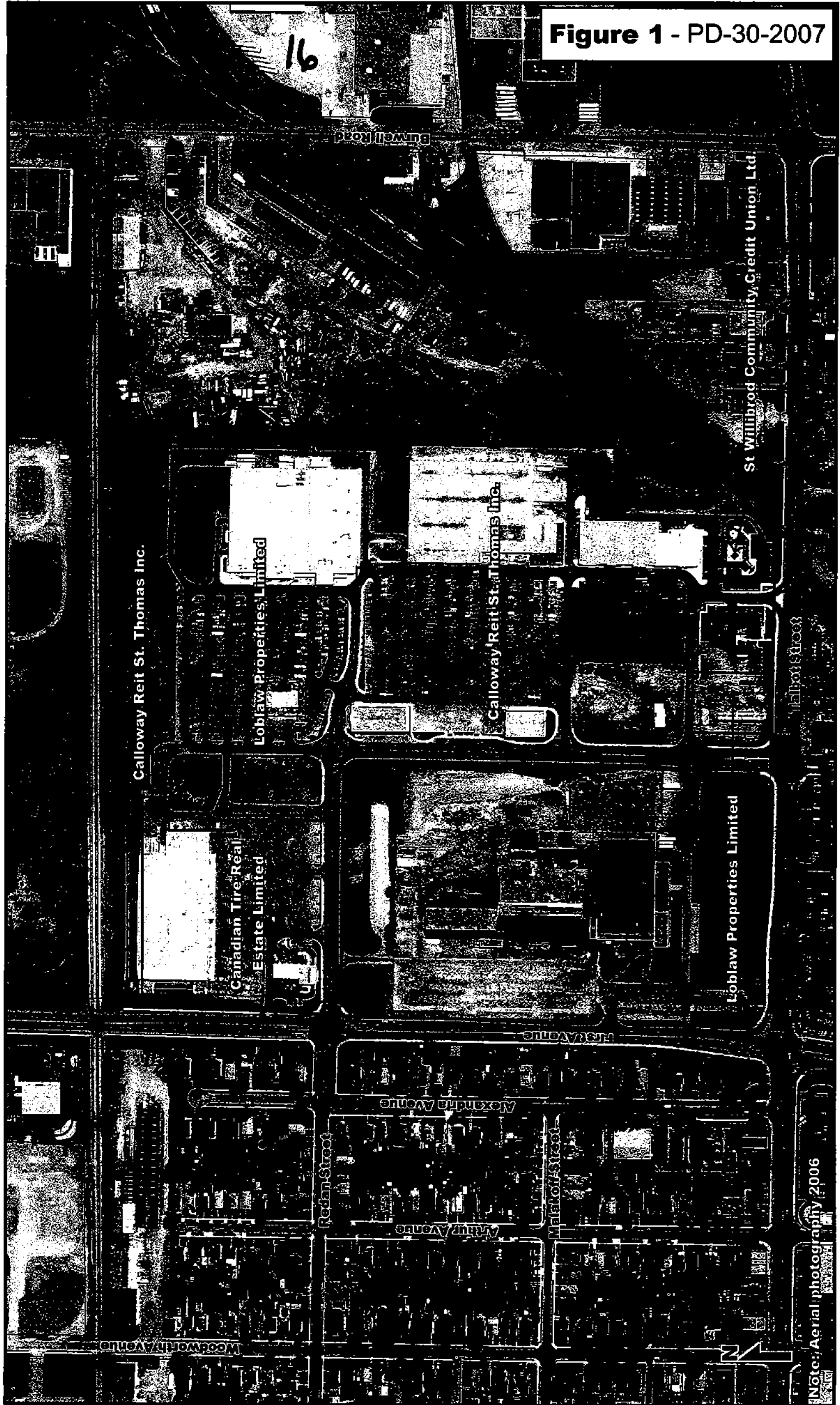
Treasury

City Clerk

Parks and Recreation

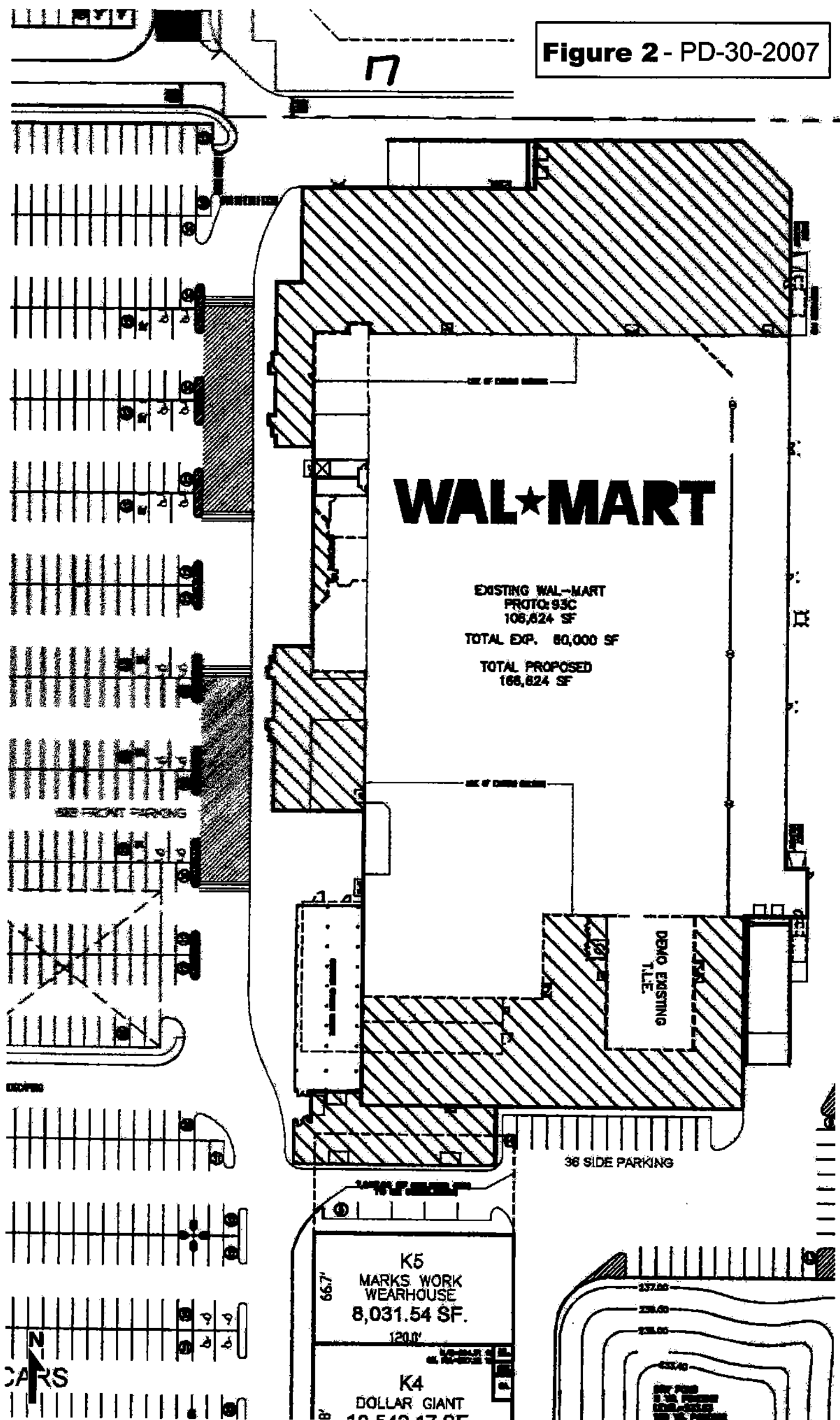
Other

Figure 1 - PD-30-2007



Note: Aerial photography 2006

7



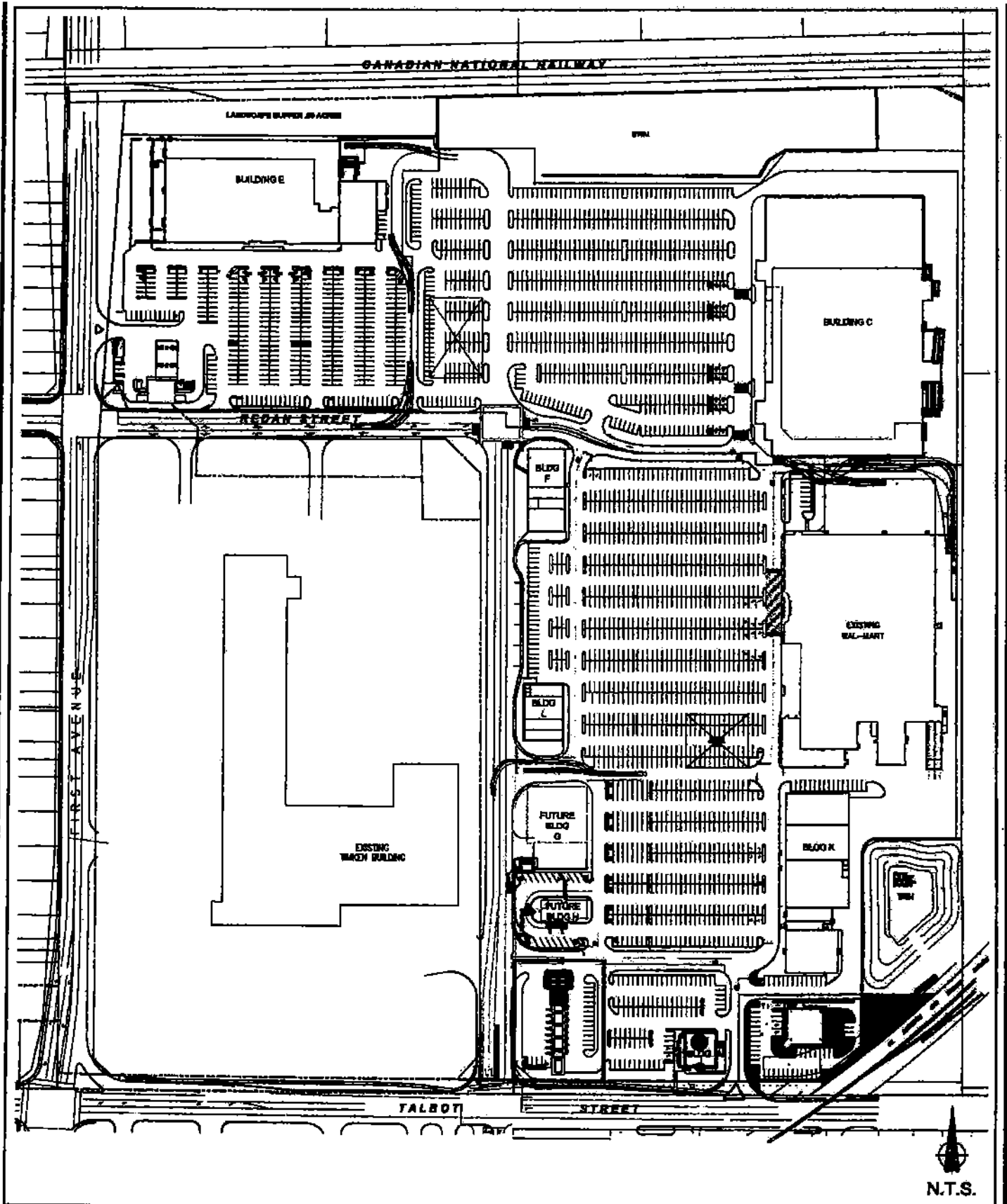


FIGURE 1
Current Site Plan

Source: Petroff Partnership Architects

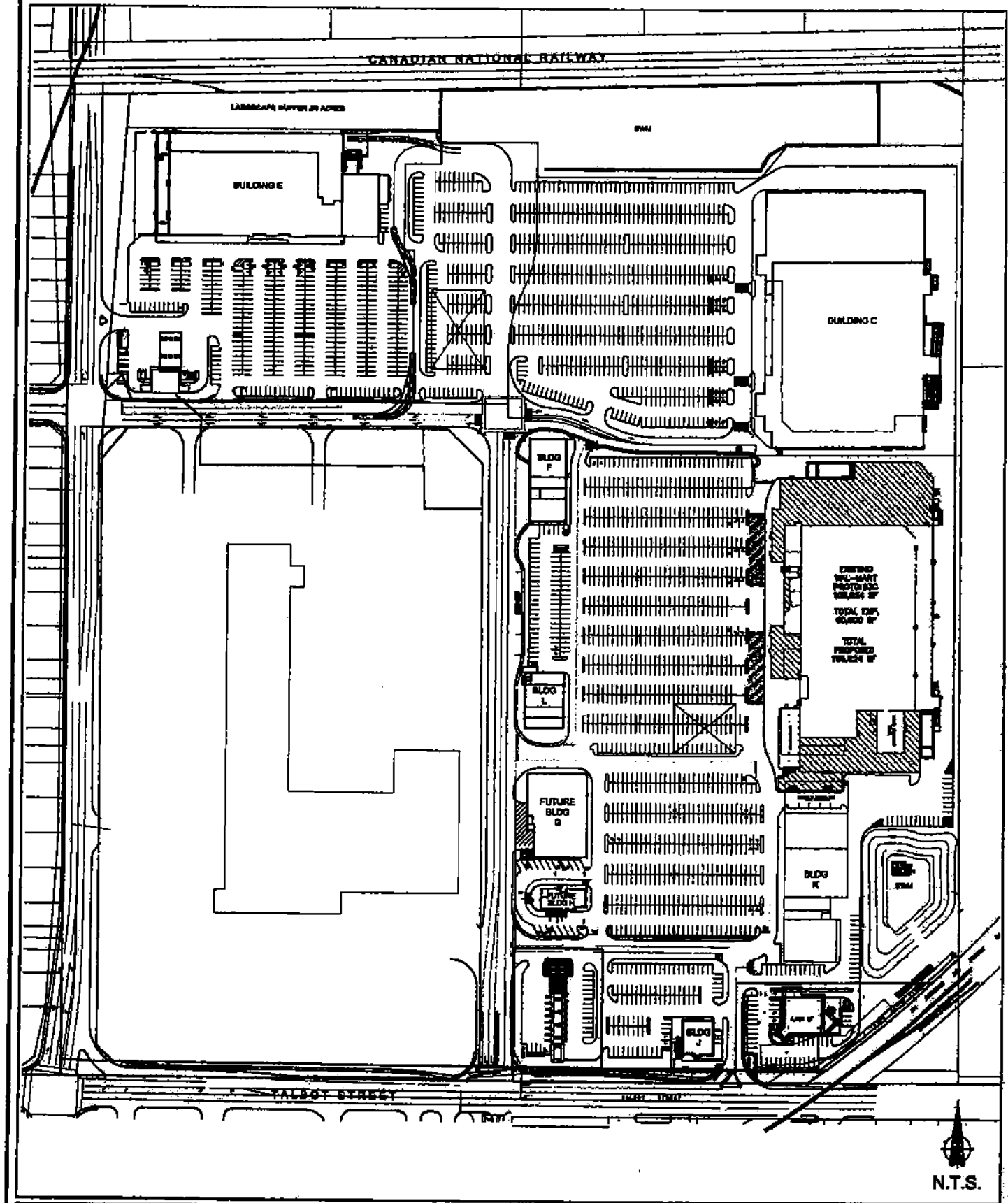


FIGURE 2
Wal-Mart Expansion
Concept Plan

Source: Petroff Partnership Architects

PART A: PLANNING PEER REVIEW

August 23, 2007

City of St. Thomas
 545 Talbot St.
 P.O. Box 520
 City Hall
 St. Thomas, Ontario N5P 3V7

Attention: Mr. Patrick Keenan, Director of Planning

Regarding **Planning Peer Review**
Application to Expand Wal-Mart Store (1063 Talbot St.)
Calloway REIT (St. Thomas) Inc.

Dear Mr. Keenan:

This letter constitutes our Planning Peer Review of the above-noted development application to expand the existing Wal-Mart store by 60,000 sq. ft. to accommodate food products (40,000 sq. ft.) and general merchandise and services (20,000 sq. ft.). The City of St. Thomas has requested Dillon Consulting from the perspective of the Official Plan to review the conformity of the proposed expansion to the Wal-Mart store to the prevailing land use designation and policies that apply to the site. The City Planning Department is carrying out the assessment of the proposed expansion for compliance with the Zoning By-law. W. Scott Morgan has been retained to review the market impact of the proposed expansion and the City Environmental Services Department is carrying out the review of traffic and servicing impacts. The conclusions and recommendations of the various reviews will be consolidated into a staff Planning Report on the development application by Calloway REIT (St. Thomas) Inc.

1. FINDINGS OF THE PLANNING PEER REVIEW

This planning review was undertaken within the context of Official Plan Amendment No. 47 which established the principle of land use for a power centre in the City and the "Power Centre Commercial" land use designation and policies under which the existing Wal-Mart store and adjacent retail commercial uses in the power centre were developed. The findings of the Planning Peer Review are as follows:

5.5.3 POLICIES – POWER CENTRE COMMERCIAL

5.5.3.1 *Within the area designated Power Centre Commercial on Schedule "A" the permitted use of the land will be for a power centre. A power centre is defined as a large scale, unenclosed shopping centre containing new format retail big box and small box uses with regional drawing power.....The power centre may include a combination of single user and multi-user buildings.*

Comment: **The proposed expansion is being accommodated within the existing Power Centre Commercial designation. No land use designation change is required.**

5.5.3.2 *The uses permitted in a power centre include department store type merchandise facilities, specialty department store type merchandise facilities, home and auto supply store, food store, office supply and computer store, home improvement and related merchandise store and other service commercial uses ie. banks, restaurants, other services, etc.*

Comment; **The uses proposed for expansion are permitted in the existing Power Centre Commercial designation. No change to the permitted land uses is required.**



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 Canada
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 (416) 229-4692

5.5.3.3

The design of the power centre will reflect the prominent location of such development at the entranceway/gateway to the Downtown, including extensive landscaping and integrated signage.

Comment:

The proposed expansion will be subject to site plan approval.

5.5.3.4

An application for development of a new power centre and/or an application to expand an existing power centre will only be permitted after a detailed evaluation of the proposed development based on the submission and an independent peer review of the following supporting documents carried out at the expense of the applicant:

- *Traffic Impact Report.....*
- *Servicing Impact Report.....*
- *Planning Impact Report addressing:*
 - *type and size/scale of proposed land uses;*
 - *floor space by retail commercial category;*
 - *conformity of the proposed development to the Official Plan;*
 - *compliance of the proposed development with the Zoning By-law;*
 - *demonstration why the proposed uses cannot be located in the Downtown;*
 - *compatibility of the proposed development with existing and planned land uses in the surrounding area; and*
 - *appropriateness/suitability of the proposed location and site for this development.*
- *Where the applicant is proposing commercial uses in excess of the warranted space identified in the Retail Market Demand Analysis study dated January 2000, a Market Demand and Directional Impact Analysis demonstrating that the proposed uses will not have a deleterious impact on the planned function of the upper level of the St. Thomas/Central Elgin regional commercial system hierarchy.*
- *Phase 1 Environmental Audit.....*

Comment:

This Peer Review constitutes the Planning Impact Report. The following summarizes the findings of the Planning Peer Review:

- **Type and size/scale of proposed land uses:**
 - **The proposal is to expand uses currently on the site; not introduce new types of uses.**
 - **The size and scale of the proposed expansion can be accommodated within the current zoned building envelope.**
 - **The proposed expansion can meet the parking requirements in the Zoning By-law as noted in the Zoning By-law Review.**
- **Floor space by retail commercial category:**
 - **Reference should be made to the Market Impact Peer Review prepared by W. Scott Morgan which reviewed the impacts of the proposed expansion of Wal-Mart on the existing commercial hierarchy.**
- **Conformity of the proposed development to the Official Plan:**
 - **This Peer Review is assessing official plan conformity.**
- **Compliance of the proposed development to the Zoning By-law.**
 - **Reference should be made to the Zoning By-law Review prepared by the City Planning Department.**
- **Demonstration why the proposed uses cannot be located in the Downtown.**

- The appropriateness of the location for the power centre including the Wal-Mart store/uses was established by Official Plan Amendment No. 47.
- The proposal is to add onto existing uses in the Wal-Mart store; not establish new uses.
- Compatibility of the proposed development with existing and planned land uses in the surrounding area.
 - The compatibility of the power centre including the Wal-Mart store/uses with the surrounding area was established by Official Plan Amendment No. 47.
- Appropriateness/suitability of the proposed location and site for this development.
 - The appropriateness/suitability of the proposed location for the power centre including the Wal-Mart store/uses was established by Official Plan Amendment No. 47.

The City of St. Thomas Environmental Services Department reviewed the Traffic Impact and Servicing Impact Studies prepared in support of the development application and deemed them acceptable. Reference should be made to the City Staff Report for details.

A Market Impact Peer Review dated 13 August 2007 prepared by W. Scott Morgan concluded that:

- The expansion of the Real Canadian Super Store and the proposed expansions of Wal-Mart and the inclusion of additional non-department store NFSR space on the subject lands can be accommodated within the market without detrimental impact on planned function.
- These expansions would enable St. Thomas and Central Elgin retailers to retain the projected penetrations of the Secondary Zone, particularly the Aylmer sector, which is facing increased competition from anchor store upgrades of the retail infrastructure in Woodstock and Tillsonburg.

Matters associated with Environmental Site Assessment were dealt with as part of the initial planning and development approval of the power centre.

5.5.3.5 *On-site parking and circulation facilities will be shared by the uses on the power centre site.*

Comments: The proposed expansion will be subject to site plan approval, including addressing the redesign of affected parking and access/circulation facilities.

5.5.3.6 *Access to the power centre will be controlled and designed to minimize the danger to vehicular and pedestrian traffic.*

Comments; The applicant is proposing no changes to the existing access points to the power centre.

5.5.3.7 *Vehicular parking facilities in the ratio of at least 5.5 parking spaces for each 100 square metres of gross leasable floor area will be required on the power centre.*

Comments: The City of St. Thomas Planning Department reviewed the applicant's site plan and concluded that the parking requirements are being met.

5.5.3.8 *The power centre will front onto an arterial road as shown on Schedule "B".*

Comments: No change to the existing road frontage.

5.5.3.9 *All commercial development within the Power Centre Commercial designation should be consistent with the general policies in Section 4.3.2, 4.3.3 and 4.3.3 inclusive.*

Comments: The applicant's proposal to expand existing uses in the Wal-Mart facility are consistent with the overall retail commercial structure of St. Thomas.

5.5.3.10 *The implementing zoning by-law may contain regulations specifying the permitted uses and the gross floor area of the power centre development.*

Comments: A site-specific by-law will be prepared to implement the proposed expansion.

5.5.3.11 *Documentation submitted in support of the application for development of a new power centre and/or an application to expand an existing power centre as set out in subsection 5.5.3.4 shall use population projections contained within the "Population Projections and Housing Requirements: City of St. Thomas Report prepared by Lapointe Consulting....."*

Comments: The applicant has used the most recent Council adopted population and housing projections – St. Thomas Population, Housing and Employment 2006-2026 Report dated May 2007 prepared by Lapointe Consulting.

2. CONCLUSIONS OF THE PLANNING PEER REVIEW

Following a review of the proposed development application submitted by Calloway REIT (St. Thomas) Inc. and their supporting Planning Impact Report as well as Official Plan Amendment No.47 and the reviews of the application prepared for/by the City, it is concluded that the proposed application is in conformity with the Official Plan of the City of St. Thomas.

Please contact me if you have any questions regarding our Planning Peer Review.

Yours sincerely,

DILLON CONSULTING LIMITED

Ron Shishido, RPP
Partner

W. SCOTT MORGAN, MCIP, RPP,
W. Scott Morgan & Associates Limited,
15 Grenadier Heights,
Toronto, Ontario
M6S 2W5
Tel: (416) 762-6384 Fax: (416) 766-6503

August 13, 2007

Mr. Patrick J. C. Keenan, M.C.I.P., R.P.P.,
Director of Planning,
Central Elgin Planning Office,
9 Mondamin Street,
St. Thomas, Ontario
N5P 2T9

Dear Mr. Keenan:

Re: **AUGUST 13, 2007 MARKET STUDY UPDATE:**
Smart!Centres' Proposed Expansion and Proposed Expansion of the Real Canadian
Super Store, City of St. Thomas and Municipality of Central Elgin.

Purpose:

As you are aware, I provided you with a **June 15, 2007** revised version of the **May 14, 2007** market study that was presented to Councils of the City of St. Thomas and Municipality of Central Elgin.

Since then, we have been made aware of Smart!Centres' intentions to rationalize the expansion of Wal-Mart with Loblaw Properties Limited's less immediate plans to expand the Real Canadian Super Store.

These changes in circumstances are complicated by the potential internal transference of development rights within the overall power centre designation.

I am providing you with today's letter to outline the nature of the changes to the supporting market tables that this recent Smart!Centres initiative would entail.

Market Test Allocations:

Because the Loblaw Properties Limited's expansion could involve either a food retailing component or a general merchandise component, I have tested the proposed **15,750** foot expansion of the Real Canadian Super Store as either FSR (food store retail) or non-department store NFSR (non-food store retail) space.

The analysis of the expanded Wal-Mart department store space remains unchanged from the June 15, 2007 tabulations (Table 9 for the 20,000 square foot expansion of the department store NFSR space and Table 15 for the proposed 40,000 square foot expansion to accommodate supermarket-equivalent space). I note that there is no limitation on the amount of food retailing space on the power centre site.

For the non-department store NFSR tabulations in Tables 11(a) to 11(c), I have included a test allocation of 24,000 square feet for Smart!Centres' Building 'G' (assumed 17,000 square feet) and a unit within Building 'K' (assumed 7,000 square feet rounded down from 7,200 square feet). I have made the assumption that even if the unit within Building 'K' is demolished and subsequently reallocated to another site, it would non-the-less be in the market place, and should be accounted for (in this case, notionally as part of the Smart!Centres' proposed expansion).

My November 1, 2006 inventory included 356,000 square feet (rounded down from 356,043 square feet) of commercial space at the power centre compared to ±367,000 square feet of what is estimated as currently built space.

The difference of 11,000 square feet represents the addition since the November 1, 2006 inventory of about 4,000 square feet for Wendy's and about 7,000 square feet for the unit within Building 'K'.

The balance of the site up to a 400,000 square foot cap would accommodate another 33,000 square feet of commercial space (i.e. the difference between 367,000 square feet of built space and the 400,000 square foot cap).

The 33,000 square feet of remaining zoned potential less 15,750 square feet for the expansion of the Real Canadian Super Store yields an approximate balance of 17,000 square feet for proposed Bldg. 'G'.

The proposed 60,000 square foot expansion of Wal-Mart would elevate the power centre's site capacity to 460,000 square feet.

August 13, 2007 Update of Table 11(a):

Unlike the June 15, 2007 table which shows a rising shortfall of non-department store NFSR space beginning in 2009, this updated table shows a modest surplus of non-department store NFSR space of ±5,000 square feet by 2011 which becomes a shortfall of ±40,000 square feet by 2016 and ±65,000 square feet by 2021.

August 13, 2007 Update of Table 11(b):

Unlike the June 15, 2007 table which shows a rising shortfall of non-department store NFSR space beginning in 2016 (±30,000 square feet), this updated table shows a moderate surplus of non-department store NFSR space of ±10,000 square feet by 2016 which becomes a shortfall of ±15,000 square feet by 2021.

August 13, 2007 Update of Table 11(c):

Unlike the June 15, 2007 table which shows a rising shortfall of non-department store NFSR space beginning in 2016 ($\pm 5,000$ square feet), this updated table shows a moderate surplus of non-department store NFSR space of $\pm 10,000$ square feet even by 2021.

Implications of Updated Tables 11(a) to 11(c):

The implication of the more aggressive test allocations Table 11(c) (i.e. a vacancy uptake of 75,000 square feet of non-department store NFSR space *plus* a 24,000 square foot test allocation for Smart!Centres' proposed non-department store NFSR space *plus* a 15,750 square foot non-department store NFSR test allocation for the expansion of the Real Canadian Super Store) is that market demands would be met by this additional supply until 2021. After 2021, a moderate shortfall would emerge.

This finding supports the contention that no additional designations are required to meet growing non-department store NFSR demands.

August 13, 2007 Update of Table 14:

This updated table assumes that a 15,750 square foot expansion of the food component within the Real Canadian Super Store in addition to the 40,000 square foot food retailing component within an expanded Wal-Mart would elevate the future supermarket and grocery share of food spending from 85.0% to 86.5% in the Primary Zone and from 82.0% to 82.5% in the Secondary Zone. This updated table is a precursor to the directional impacts calculated in updated Table 15.

August 13, 2007 Update of Table 15:

In contrast to the June 15, 2007 table, this updated table shows a moderate increase in the impacts of the Real Canadian Super Store's expanded food component on Wal-Mart's proposed food component. Because the expanded Real Canadian Super Store's FSR space is so physically close to Wal-Mart, it is assumed that most of the impact would be directed against Wal-Mart's food component and less so on other supermarket and grocery store space.

The implication is that the market will be able to absorb the Real Canadian Super Store's FSR expansion.

August 13, 2007 Update of Table 21:

In this updated table, Smart!Centres' test allocation for retail and commercial space combines for a total of 28,000 square feet (i.e. to include about 4,000 additional square feet for Wendy's restaurant). Also entered is the expansion of the Real Canadian Super Store at 15,750 square feet.

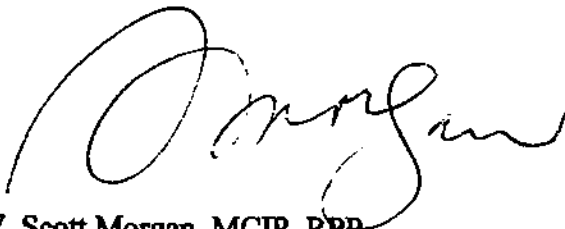
In contrast to the June 15, 2007 table, the lower 'box' of this updated table shows a modest requirement for about 3.3 acres by 2021 (as opposed to 7.3 acres in the June 15, 2007 table).

Conclusion:

As a result of these updated projections, my professional opinion is that the expansion of the Real Canadian Super Store and the proposed expansions of Wal-Mart and the inclusion of additional non-department store NFSR space on the Smart!Centres' lands can be accommodated within the market without detrimental impact on planned function.

These expansions would enable St. Thomas and Central Elgin retailers to retain the projected penetrations of the Secondary Zone, particularly the Aylmer sector, which is facing increased competition from anchor store upgrades of the retail infrastructure in Woodstock and Tillsonburg.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'W. Scott Morgan', written over a horizontal line.

W. Scott Morgan, MCIP, RPP
W. Scott Morgan & Associates Limited

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TABLE 1

TRADE AREA POPULATION PROJECTIONS UNADJUSTED FOR CENSUS UNDERCOUNT**HIGH GROWTH SCENARIO**

Trade Area:	Census 2001	Census 2006	2009	2010	2011	2016	2021	2031
Primary Zone								
St. Thomas (High Growth Scenario) *								
Population Projection	33,235	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Cumulative Growth			1,835	2,450	3,060	6,005	8,770	12,950
Average Annual Growth (%)			1.7%	1.7%	1.7%	1.7%	1.6%	1.4%
Average Annual Growth (#)			612	613	612	601	585	518
Secondary Zone								
Central Elgin (Medium Growth Sc.) *	12,360	12,720	13,385	13,610	13,830	14,860	15,820	17,240
Cumulative Growth			665	890	1,110	2,140	3,100	4,520
Average Annual Growth (%)			1.7%	1.7%	1.7%	1.7%	1.6%	1.4%
Average Annual Growth (#)			222	223	222	214	207	181
Southwold Twp.	4,485	4,585	4,620	4,630	4,640	4,685	4,735	4,835
Malahide Twp.	8,810	8,800	8,800	8,800	8,800	8,800	8,800	8,800
Aylmer	7,125	7,175	7,210	7,220	7,230	7,275	7,325	7,425
Secondary Zone Pop'n Projection	32,780	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Secondary Zone Cumulative Growth			735	980	1,220	2,340	3,400	5,020
Average Annual Growth (%)			0.7%	0.7%	0.7%	0.7%	0.7%	0.6%
Average Annual Growth (#)			245	245	244	234	227	201
Trade Area								
Population Projection	66,015	69,390	71,960	72,820	73,670	77,735	81,560	87,360
Cumulative Growth			2,570	3,430	4,280	8,345	12,170	17,970
Average Annual Growth (%)			1.2%	1.2%	1.2%	1.2%	1.2%	1.0%
Average Annual Growth (#)			857	858	856	835	811	719

- * Source: "High Growth Population Scenario, St. Thomas, 2006-2031, Table 11, Lapointe Consulting, April 4, 2007.
Source: "Medium Growth Population Scenario, Central Elgin, 2006-2031, Table 10, Lapointe Consulting, April 5, 2007.
The projections for Southwold and Malahide Townships and Aylmer incorporate pre-cursor assumptions in Appendix A-5.

- ** Not adjusted for Census under-count for Ontario (per Annual Demographic Statistics, Cat.91-213).

TABLE 2**TRADE AREA "NFSR" & "HI" COMBINED EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$4,618</u>	<u>\$4,829</u>	<u>\$4,901</u>	<u>\$4,975</u>	<u>\$5,101</u>	<u>\$5,101</u>	<u>\$5,101</u>
Expenditure Potential (\$ m's)	\$166.8	\$183.2	\$189.0	\$194.9	\$214.8	\$228.9	\$250.2
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$4,735</u>	<u>\$4,951</u>	<u>\$5,026</u>	<u>\$5,101</u>	<u>\$5,230</u>	<u>\$5,230</u>	<u>\$5,230</u>
Expenditure Potential (\$ m's)	\$157.6	\$168.4	\$172.2	\$176.0	\$186.3	\$191.8	\$200.3
Trade Area	\$324.3	\$351.7	\$361.2	\$370.8	\$401.1	\$420.7	\$450.5

* Relative to a combined 2006 Ontario average per capita NFSR (Non Food Store Retail = GAFO / DRUG) + HI (Home Improvement) expenditure of \$5,134 per Appendices A-2 to A-4.

Assume real growth @ 1.5% per annum compounded to the year 2011 and 0.5% to 2016.

TABLE 3**TRADE AREA "NFSR" (GAFO / DRUG) EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$4,018</u>	<u>\$4,202</u>	<u>\$4,265</u>	<u>\$4,329</u>	<u>\$4,438</u>	<u>\$4,438</u>	<u>\$4,438</u>
Expenditure Potential (\$ m's)	\$145.1	\$159.4	\$164.4	\$169.5	\$186.9	\$199.2	\$217.7
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$4,120</u>	<u>\$4,308</u>	<u>\$4,373</u>	<u>\$4,438</u>	<u>\$4,550</u>	<u>\$4,550</u>	<u>\$4,550</u>
Expenditure Potential (\$ m's)	\$137.1	\$146.5	\$149.8	\$153.1	\$162.1	\$166.9	\$174.3
Trade Area	\$282.2	\$306.0	\$314.3	\$322.7	\$349.0	\$366.1	\$392.0

* Relative to an estimated 2006 Ontario average per capita NFSR (= GAFO / DRUG) expenditure of \$4,467 per Appendices A-2 to A-4.

Assume real growth @ 1.5% per annum compounded to the year 2011 and 0.5% to 2016.

TABLE 4**TRADE AREA "HI" (HOME IMPROVEMENT) EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$600</u>	<u>\$627</u>	<u>\$637</u>	<u>\$646</u>	<u>\$663</u>	<u>\$663</u>	<u>\$663</u>
Expenditure Potential (\$ m's)	\$21.7	\$23.8	\$24.6	\$25.3	\$27.9	\$29.7	\$32.5
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$615</u>	<u>\$643</u>	<u>\$653</u>	<u>\$663</u>	<u>\$679</u>	<u>\$679</u>	<u>\$679</u>
Expenditure Potential (\$ m's)	\$20.5	\$21.9	\$22.4	\$22.9	\$24.2	\$24.9	\$26.0
Trade Area	\$42.1	\$45.7	\$46.9	\$48.2	\$52.1	\$54.7	\$58.5

* Relative to an estimated 2006 Ontario average per capita "HI" (Home Improvement / Hardware / Specialized Building Material / Garden Centre) expenditure of \$667 including contractor/wholesale sales per Appendices A-2 to A-4.

Assume real growth @ 1.5% per annum compounded to the year 2011 and 0.5% to 2016.

TABLE 5**TRADE AREA "FSR" (FOOD STORE RETAIL) EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$1,856</u>	<u>\$1,884</u>	<u>\$1,893</u>	<u>\$1,903</u>	<u>\$1,927</u>	<u>\$1,927</u>	<u>\$1,927</u>
Expenditure Potential (\$ m's)	\$67.0	\$71.5	\$73.0	\$74.5	\$81.1	\$86.5	\$94.5
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$1,862</u>	<u>\$1,890</u>	<u>\$1,900</u>	<u>\$1,909</u>	<u>\$1,933</u>	<u>\$1,933</u>	<u>\$1,933</u>
Expenditure Potential (\$ m's)	\$62.0	\$64.3	\$65.1	\$65.9	\$68.9	\$70.9	\$74.0
Trade Area	\$129.0	\$135.8	\$138.1	\$140.4	\$150.0	\$157.4	\$168.6

* Relative to estimated 2006 Ontario average per capita FSR expenditure of \$1,882 per Appendices A-2 to A-4.

Assume real growth @ 0.5% per annum compounded to the year 2011 and 0.25% to 2016.

TABLE 6**TRADE AREA PERSONAL SERVICE EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$245</u>	<u>—</u>	<u>\$250</u>	<u>\$251</u>	<u>\$254</u>	<u>\$254</u>	<u>\$254</u>
Expenditure Potential (\$ m's)	\$8.8	\$9.4	\$9.6	\$9.8	\$10.7	\$11.4	\$12.5
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$236</u>	<u>\$240</u>	<u>\$241</u>	<u>\$242</u>	<u>\$245</u>	<u>\$245</u>	<u>\$245</u>
Expenditure Potential (\$ m's)	\$7.9	\$8.1	\$8.2	\$8.3	\$8.7	\$9.0	\$9.4
Trade Area	\$16.7	\$17.6	\$17.9	\$18.2	\$19.4	\$20.4	\$21.9

* Relative to an estimated 2006 Ontario average per capita Personal Service expenditure of \$247 per Appendix A-4.

Assume real growth @ 0.5% per annum compounded to the year 2011 and 0.25% to 2016.

TABLE 7**TRADE AREA RESTAURANT EXPENDITURE POTENTIAL**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$677</u>	<u>\$682</u>	<u>\$684</u>	<u>\$686</u>	<u>\$694</u>	<u>\$694</u>	<u>\$694</u>
Expenditure Potential (\$ m's)	\$24.4	\$25.9	\$26.4	\$26.9	\$29.2	\$31.2	\$34.1
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$702</u>	<u>\$707</u>	<u>\$709</u>	<u>\$711</u>	<u>\$720</u>	<u>\$720</u>	<u>\$720</u>
Expenditure Potential (\$ m's)	\$23.4	\$24.1	\$24.3	\$24.5	\$25.6	\$26.4	\$27.6
Trade Area	\$47.8	\$49.9	\$50.7	\$51.4	\$54.9	\$57.6	\$61.6

* Relative to an estimated 2006 Ontario average per capita Restaurant expenditure of \$787 per Appendix A-4.

Assume real growth @ 0.25% per annum compounded to the year 2016.

TABLE 8

TRADE AREA LIQUOR/BEER/WINE EXPENDITURE POTENTIAL

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone							
Population	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Per Capita Expenditure (\$) *	<u>\$451</u>	<u>\$454</u>	<u>\$456</u>	<u>\$457</u>	<u>\$462</u>	<u>\$462</u>	<u>\$462</u>
Expenditure Potential (\$ m's)	\$16.3	\$17.2	\$17.6	\$17.9	\$19.5	\$20.8	\$22.7
Secondary Zone							
Population	33,280	34,015	34,260	34,500	35,620	36,680	38,300
Per Capita Expenditure (\$) *	<u>\$463</u>	<u>\$466</u>	<u>\$468</u>	<u>\$469</u>	<u>\$475</u>	<u>\$475</u>	<u>\$475</u>
Expenditure Potential (\$ m's)	\$15.4	\$15.9	\$16.0	\$16.2	\$16.9	\$17.4	\$18.2
Trade Area	\$31.7	\$33.1	\$33.6	\$34.1	\$36.4	\$38.2	\$40.9

* Relative to an estimated 2006 Ontario average per capita Liquor/Beer/Wine expenditure of \$507 per Appendix A-4.

** Assume real growth @ 0.25% per annum compounded to the year 2016.

TABLE 9

TRADE AREA DEPARTMENT STORE NFSR (GAFO / DRUG) DEMANDS & RESIDUAL SPACE
(20,000 SQUARE FOOT WAL-MART NON-FOOD EXPANSION)

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$145.1	\$159.4	\$164.4	\$169.5	\$186.9	\$199.2	\$217.7
Dept't Store NFSR Share *							
@ 37.0%	\$53.7						
@ 37.5%		\$59.8	\$61.7	\$63.6			
@ 35.0%					\$65.4	\$69.7	\$76.2
Local Capture *							
@ 70.0% <i>Formerly 61.3%</i>	\$37.6						
@ 70.5%		\$42.1	\$43.5	\$44.8			
@ 71.0%					\$46.4	\$49.5	\$54.1
Secondary Zone							
Expenditure Potential (\$ m's)	\$137.1	\$146.5	\$149.8	\$153.1	\$162.1	\$166.9	\$174.3
Dept't Store NFSR Share *							
@ 31.1%	\$42.6						
@ 31.0%		\$45.4	\$46.4	\$47.5			
@ 30.0%					\$48.6	\$50.1	\$52.3
Local Capture *							
@ 60.5% <i>Formerly 46.3%</i>	\$25.8						
@ 61.0%		\$27.7	\$28.3	\$29.0			
@ 61.5%					\$29.9	\$30.8	\$32.2
St. Thomas Local Share							
Without Inflow	\$63.4	\$69.9	\$71.8	\$73.8	\$76.3	\$80.3	\$86.3
Plus Inflow **							
@ 20.0% <i>Formerly 15.0%</i>	\$15.8						
@ 20.0% ***		\$17.5	\$18.0	\$18.4	\$18.4	\$18.4	\$18.4
Total Potential St. Thomas Local Capture	\$79.2	\$87.3	\$89.8	\$92.2	\$94.8	\$98.7	\$104.7
Less Existing Competition <i>Formerly 117,484 sf</i>							
Wal-Mart @ 106,600 sf GLA							
\$576 /sf GLA	\$61.4						
Wal-Mart @ 126,600 sf GLA							
\$535 /sf GLA		\$67.7					
\$549 /sf GLA			\$69.6				
\$565 /sf GLA				\$71.5			
\$580 /sf GLA					\$73.5		
\$604 /sf GLA						\$76.5	\$76.5
Zellers @ 86,850 sf GLA							
\$205 /sf GLA	\$17.8						
\$226 /sf GLA		\$19.6					
\$233 /sf GLA			\$20.2				
\$239 /sf GLA				\$20.8			
\$246 /sf GLA					\$21.3		
\$256 /sf GLA						\$22.2	\$22.2
Residual Sales Demand	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0
Warranted sf GLA:							
@ \$450 per sf GLA	0	0	0	0	0	0	13,266
@ \$500 per sf GLA	0	0	0	0	0	0	11,940

* Base year shares from consumer telephone survey.

** Base year inflow estimated from licence plate surveys.

*** Assume inflow @ 20.0% until 2011 and declining in percentage terms thereafter.

TABLE 10

TRADE AREA NON-DEPARTMENT STORE NFSR (GAFO / DRUG) DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$145.1	\$159.4	\$164.4	\$169.5	\$186.9	\$199.2	\$217.7
Non-Dept Store NFSR Share *							
@ 63.0%	\$91.4						
@ 62.5%		\$99.6	\$102.8	\$106.0			
@ 65.0%					\$121.5	\$129.5	\$141.5
Local Capture *							
@ 66.1% <i>Formerly 63.3%</i>	\$60.4						
@ 70.0%		\$69.7	\$71.9	\$74.2			
@ 70.5%					\$85.6	\$91.3	\$99.8
Secondary Zone							
Expenditure Potential (\$ m's)	\$137.1	\$146.5	\$149.8	\$153.1	\$162.1	\$166.9	\$174.3
Non-Dept Store NFSR Share *							
@ 68.9%	\$94.5						
@ 69.0%		\$101.1	\$103.4	\$105.7			
@ 70.0%					\$113.5	\$116.8	\$122.0
Local Capture *							
@ 29.0% <i>Formerly 35.6%</i>	\$27.4						
@ 29.5%		\$29.8	\$30.5	\$31.2			
@ 30.0%					\$34.0	\$35.1	\$36.6
St. Thomas Local Share							
Without Inflow	\$87.8	\$99.6	\$102.4	\$105.3	\$119.7	\$126.3	\$136.4
Plus Inflow **							
@ 17.5% <i>Formerly 15.0%</i>	\$18.6						
@ 17.5% ***		\$21.1	\$21.7	\$22.3	\$22.3	\$22.3	\$22.3
Total Potential St. Thomas Local Capture	\$106.4	\$120.7	\$124.2	\$127.7	\$142.0	\$148.7	\$158.7
Less Existing Competition							
@ 549,007 sf GLA **** <i>Formerly 357,100 sf</i>							
@ \$194 /sf GLA	\$106.4	\$106.4	\$106.4	\$106.4	\$106.4	\$106.4	\$106.4
Residual Sales Demand	\$0.0	\$14.3	\$17.8	\$21.3	\$35.6	\$42.3	\$52.3
Warranted sf GLA:							
@ \$250 per sf GLA	0	57,160	71,023	85,125	142,481	169,025	209,219
@ \$275 per sf GLA	0	51,964	64,566	77,386	129,528	153,659	190,199
@ \$300 per sf GLA	0	47,633	59,186	70,937	118,734	140,854	174,349

* From consumer telephone survey. Base year Local Capture calculated from survey by add-back of Canadian Tire into Non-Department Store NFSR and subtraction of Home Improvement and Building Supply, Hardware, Paint, Wall Paper, Electrical and Plumbing Supply, and Garden Centre, Nursery, and Florist from Non-Department Store NFSR and reallocation to "HI".

** Base year inflow = consultant judgment.

*** Assume inflow @ 17.5% until 2011 and declining in percentage terms thereafter.

**** Assume 522,207 sf of Non-Department Store NFSR (GAFO / Drug) space from inventory (Appendix B-1), plus an estimated 26,800 square feet of general merchandise space within the Real Canadian Super Store.

TABLE 10. CONTINUED

TRADE AREA DISTRIBUTION OF NFSR (GAFO / DRUG) RESIDUAL BY STORE TYPE

<u>Distribution By Store Type **</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Residual Sales Demand	\$0.0	\$14.3	\$17.8	\$21.3	\$35.6	\$42.3	\$52.3
Furniture, Home Furnishings, Computer/Software, Electronics/Appliances							
Ontario Average @ 21.4%		\$3.1					
@ 21.5%			\$3.8	\$4.6	\$7.7	\$9.1	\$11.2
@ \$200 /sf GLA		15,290	19,087	22,877	38,292	45,425	56,228
@ \$210 /sf GLA		14,562	18,178	21,788	36,468	43,262	53,550
@ \$220 /sf GLA		13,900	17,352	20,798	34,811	41,296	51,116
Drugs & Personal Care Stores							
Ontario Average @ 22.6%		\$3.2					
@ 22.0%			\$3.9	\$4.7	\$7.8	\$9.3	\$11.5
@ \$650 /sf GLA		4,969	6,010	7,203	12,056	14,302	17,703
@ \$675 /sf GLA		4,785	5,787	6,936	11,610	13,772	17,047
@ \$700 /sf GLA		4,614	5,580	6,688	11,195	13,281	16,439
Apparel & Accessories							
Ontario Average @ 19.5%		\$2.8					
@ 19.0%			\$3.4	\$4.0	\$6.8	\$8.0	\$9.9
@ \$250 /sf GLA		11,146	13,494	16,174	27,071	32,115	39,752
@ \$275 /sf GLA		10,133	12,268	14,703	24,610	29,195	36,138
@ \$300 /sf GLA		9,288	11,245	13,478	22,559	26,762	33,126
Other General Merchandise (excluding dept stores)							
Ontario Average @ 19.1%		\$2.7					
@ 19.0%			\$3.4	\$4.0	\$6.8	\$8.0	\$9.9
@ \$200 /sf GLA		13,647	16,868	20,217	33,839	40,143	49,690
@ \$225 /sf GLA		12,131	14,994	17,971	30,079	35,683	44,169
@ \$250 /sf GLA		10,918	13,494	16,174	27,071	32,115	39,752
Sports/Hobby/Music/Books/Miscellaneous /Tires & Auto Parts & Accessories							
Ontario Average @ 17.4%		\$2.5					
@ 18.5%			\$3.3	\$3.9	\$6.6	\$7.8	\$9.7
@ \$225 /sf GLA		11,051	14,599	17,498	29,288	34,744	43,006
@ \$250 /sf GLA		9,946	13,139	15,748	26,359	31,270	38,706
@ \$275 /sf GLA		9,042	11,945	14,316	23,963	28,427	35,187

* The base year Non-Department Store NFSR shares and base year Local Capture rates are based on the consumer telephone survey results (Appendix C).

** The allocation of the total Non-Department Store NFSR potential among the five store categories is based on Statistics Canada Retail Trade statistics (Cat. # 63-005) and consultant judgment.

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TABLE 11(a)

TRADE AREA NFSR (GAFO / DRUG) COMBINED IMPACTS
 (Unassigned Notional Test Allocation @ 0 sf in 2009 + 50,000 sf Vacancy Uptake + 15,750 sf RCSS Expansion)

	2006	2009	2010	2011	2016	2021	2031
Residual Space Demands (Sq. Ft.):							
@ \$250 per sf GLA	0	57,160	71,023	85,125	142,481	169,025	209,219
@ \$275 per sf GLA	0	51,964	64,566	77,386	129,528	153,659	190,199
@ \$300 per sf GLA	0	47,633	59,186	70,937	118,734	140,854	174,349
Less Potential Non-Department Store NFSR Supply (Sq. Ft.):							
Committed Supply							
Vacancy Uptake against 199,434 sf (8.3%)		50,000	50,000	50,000	50,000	50,000	50,000
Smart!Centres *		24,000	24,000	24,000	24,000	24,000	24,000
Real Canadian Super Store (RCSS) Expansion (Zoned Site)		15,750	15,750	15,750	15,750	15,750	15,750
Designated Site(s) without Zoning		0	0	0	0	0	0
Subtotal Committed		89,750	89,750	89,750	89,750	89,750	89,750
Not Committed Supply							
Unassigned Notional Test Allocation		0	0	0	0	0	0
Total Potential Supply (Sq. Ft.)		89,750	89,750	89,750	89,750	89,750	89,750
(Committed + Unassigned Notional Test Allocation)							
Surplus (+) / Shortfall (-) of Supply Over Demand (Sq. Ft.)		32,590	18,727	4,625	-39,778	-63,909	-84,599
Residual Sales Demand (\$ m's)		\$14.3	\$17.8	\$21.3	\$35.6	\$42.3	\$52.3
Less Potential Non-Department Store NFSR Sales (\$ m's):							
@ Allocated Sq. Ft.		89,750	89,750	89,750	89,750	89,750	89,750
@ \$225 per Sq. Ft.		\$20.2	\$20.2				
@ \$250 per Sq. Ft.				\$22.4			
@ \$275 per Sq. Ft.					\$24.7	\$24.7	
@ \$300 per Sq. Ft.							\$26.9
Potential Sales Transfer / Increment (\$ m's)	\$0.0	(\$5.9)	(\$2.44)	(\$1.16)	\$10.9	\$17.6	\$25.4
Resultant Sales Performance of Existing							
Non-Department Store NFSR Space (\$ per Sq. Ft.)	\$194	\$183	\$189	\$192	\$214	\$226	\$240
Resultant Impact on Sales Performance (%)			-2.3%	-1.1%	10.3%	16.5%	23.9%

* Non-dep't Store NFSR test allocation exceeds Nov.1/06 inventory by 24,000 sf = Future Bldg 'G' @ 17,000 sf + Bldg 'K' @ 7,000 sf.
 November 1, 2006 inventory excludes 11,000 sf of then unbuilt space: Building 'K' @ 7,000 sf + Wendy's @ 4,000 sf = 11,000 sf.
 Current build-out @ 367,000 sf (Building Inspector) LESS November 1, 2006 inventory @ 356,000 sf = 11,000 sf difference.
 Difference of 11,000 sf = Building 'K' + Wendy's.

TABLE 11(b)

TRADE AREA NFSR (GAFO / DRUG) COMBINED IMPACTS**(Unassigned Notional Test Allocation @ 50,000 sf in 2009 + 50,000 sf Vacancy Uptake + 15,750 sf RCSS Expansion)**

	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Residual Space Demands (Sq. Ft.):							
@ \$250 per sf GLA	0	57,160	71,023	85,125	142,481	169,025	209,219
@ \$275 per sf GLA	0	51,964	64,566	77,386	129,528	153,659	190,199
@ \$300 per sf GLA	0	47,633	59,186	70,937	118,734	140,854	174,349
Less Potential Non-Department Store NFSR Supply (Sq. Ft.):							
Committed Supply							
Vacancy Uptake against 199,434 sf (8.3%)		50,000	50,000	50,000	50,000	50,000	50,000
Smart!Centres *		24,000	24,000	24,000	24,000	24,000	24,000
Real Canadian Super Store (RCSS) Expansion (Zoned Site)		15,750	15,750	15,750	15,750	15,750	15,750
Designated Site(s) without Zoning		0	0	0	0	0	0
Subtotal Committed		89,750	89,750	89,750	89,750	89,750	89,750
Not Committed Supply							
Unassigned Notional Test Allocation		50,000	50,000	50,000	50,000	50,000	50,000
Total Potential Supply (Sq. Ft.)		139,750	139,750	139,750	139,750	139,750	139,750
(Committed + Unassigned Notional Test Allocation)							
Surplus (+) / Shortfall (-) of Supply Over Demand (Sq. Ft.)		82,590	68,727	54,625	10,222	-13,909	-34,599
Residual Sales Demand (\$ m's)		\$14.3	\$17.8	\$21.3	\$35.6	\$42.3	\$52.3
Less Potential Non-Department Store NFSR Sales (\$ m's)							
@ Allocated Sq. Ft.		139,750	139,750	139,750	139,750	139,750	139,750
@ \$225 per Sq. Ft.		\$31.4	\$31.4				
@ \$250 per Sq. Ft.				\$34.9			
@ \$275 per Sq. Ft.					\$38.4	\$38.4	
@ \$300 per Sq. Ft.							\$41.9
Potential Sales Transfer / Increment (\$ m's)	\$0.0	(\$17.2)	(\$13.7)	(\$13.7)	(\$2.81)	\$3.8	\$10.4
Resultant Sales Performance of Existing							
Non-Department Store NFSR Space (\$ per Sq. Ft.)	\$194	\$163	\$169	\$169	\$189	\$201	\$213
Resultant Impact on Sales Performance (%)		-16.1%	-12.9%	-12.8%	-2.6%	3.6%	9.8%

- * Non-dept Store NFSR test allocation exceeds Nov.1/06 inventory by 24,000 sf = Future Bldg 'G' @ 17,000 sf + Bldg 'K' @ 7,000 sf
November 1, 2006 inventory excludes 11,000 sf of then unbuilt space: Building 'K' @ 7,000 sf + Wendy's @ 4,000 sf = 11,000 sf.
Current build-out @ 367,000 sf (Building Inspector) LESS November 1, 2006 inventory @ 356,000 sf = 11,000 sf difference.
Difference of 11,000 sf = Building 'K' + Wendy's.

TABLE 11(c)

TRADE AREA NFSR (GAFO / DRUG) COMBINED IMPACTS

(Unassigned Notional Test Allocation @ 50,000 sf in 2009 + 75,000 sf Vacancy Uptake + 15,750 sf RCSS Expansion)

	2006	2009	2010	2011	2016	2021	2031
Residual Space Demands (Sq. Ft.):							
@ \$250 per sf GLA	0	57,160	71,023	85,125	142,481	169,025	209,219
@ \$275 per sf GLA	0	51,964	64,566	77,386	129,528	153,659	190,199
@ \$300 per sf GLA	0	47,633	59,186	70,937	118,734	140,854	174,349
Less Potential Non-Department Store NFSR Supply (Sq. Ft.):							
Committed Supply							
Vacancy Uptake against 199,434 sf vacancy @ 8.3%		75,000	75,000	75,000	75,000	75,000	75,000
Smart!Centres *		24,000	24,000	24,000	24,000	24,000	24,000
Real Canadian Super Store (RCSS) Expansion (Zoned Site)		15,750	15,750	15,750	15,750	15,750	15,750
Designated Site(s) without Zoning		0	0	0	0	0	0
Subtotal Committed		114,750	114,750	114,750	114,750	114,750	114,750
Not Committed Supply							
Unassigned Notional Test Allocation		50,000	50,000	50,000	50,000	50,000	50,000
Total Potential Supply (Sq. Ft.)		164,750	164,750	164,750	164,750	164,750	164,750
(Committed + Unassigned Notional Test Allocation)							
Surplus (+) / Shortfall (-) of Supply Over Demand (Sq. Ft.)		107,590	93,727	79,625	35,222	11,091	-9,599
Residual Sales Demand (\$ m's)		\$14.3	\$17.8	\$21.3	\$35.6	\$42.3	\$52.3
Less Potential Non-Department Store NFSR Sales (\$ m's)							
@ Allocated Sq. Ft.		164,750	164,750	164,750	164,750	164,750	164,750
@ \$225 per Sq. Ft.		\$37.1	\$37.1				
@ \$250 per Sq. Ft.				\$41.2			
@ \$275 per Sq. Ft.					\$45.3	\$45.3	
@ \$300 per Sq. Ft.							\$49.4
Potential Sales Transfer / Increment (\$ m's)	\$0.0	(\$22.8)	(\$19.3)	(\$19.9)	(\$9.7)	(\$3.05)	\$2.9
Resultant Sales Performance of Existing Non-Department Store NFSR Space (\$ per Sq. Ft.)	\$194	\$152	\$159	\$158	\$176	\$188	\$199
Resultant Impact on Sales Performance (%)		-21.4%	-18.1%	-18.7%	-9.1%	-2.9%	2.7%

* Non-dep't Store NFSR test allocation exceeds Nov.1/06 inventory by 24,000 sf = Future Bldg 'G' @ 17,000 sf + Bldg 'K' @ 7,000 sf
November 1, 2006 inventory excludes 11,000 sf of then unbuilt space: Building 'K' @ 7,000 sf + Wendys @ 4,000 sf = 11,000 sf.
Current build-out @ 367,000 sf (Building Inspector) LESS November 1, 2006 inventory @ 356,000 sf = 11,000 sf difference.
Difference of 11,000 sf = Building 'K' + Wendy's.

TABLE 12

TRADE AREA CANADIAN TIRE RESIDUAL DEMANDS

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$145.1	\$159.4	\$164.4	\$169.5	\$186.9	\$199.2	\$217.7
Canadian Tire Share (\$ m's)							
@ 7.25%	\$10.5	\$11.6	\$11.9	\$12.3	\$13.6	\$14.4	\$15.8
Canadian Tire Local Capture *							
@ 96.9% <i>Formerly 96.6%</i>	\$10.2	\$11.2					
@ 96.5%			\$11.5	\$11.9			
@ 96.5%					\$13.1	\$13.9	\$15.2
Secondary Zone							
Expenditure Potential (\$ m's)	\$137.1	\$146.5	\$149.8	\$153.1	\$162.1	\$166.9	\$174.3
Canadian Tire Share (\$ m's)							
@ 7.25%	\$9.9	\$10.6	\$10.9	\$11.1	\$11.8	\$12.1	\$12.6
Canadian Tire Local Capture *							
@ 38.8% <i>Formerly 34.8%</i>	\$3.9	\$4.1					
@ 50.0%			\$5.4	\$5.6			
@ 50.0%					\$5.9	\$6.1	\$6.3
St. Thomas Local Share							
Without Inflow	\$14.0	\$15.3	\$16.9	\$17.4	\$19.0	\$20.0	\$21.6
Plus Inflow **							
@ 16.5% <i>Formerly 15.0%</i>	\$2.8						
@ 16.5% ***		\$3.0	\$3.3	\$3.4	\$3.4	\$3.4	\$3.4
Total Potential St. Thomas Local Capture	\$16.8	\$18.4	\$20.3	\$20.9	\$22.4	\$23.4	\$25.0
Less Existing Competition							
Canadian Tire							
@ 71,900 sf GLA <i>Formerly 14,700 sf</i>							
@ \$234 /sf GLA	\$16.8						
@ \$250 /sf GLA		\$18.0					
@ \$265 /sf GLA			\$19.1				
@ \$275 /sf GLA				\$19.8			
@ \$295 /sf GLA					\$21.2	\$21.2	\$21.2
Residual Sales Demand	\$0.00	\$0.4	\$1.2	\$1.1	\$1.2	\$2.2	\$3.8
Warranted sf GLA:							
@ \$250 per sf GLA	0	1,501	4,914	4,325	4,728	8,861	15,121
@ \$275 per sf GLA	0	1,364	4,467	3,932	4,298	8,056	13,747
@ \$300 per sf GLA	0	1,251	4,095	3,604	3,940	7,384	12,601

* Base year estimate from consumer telephone survey.

** Base year estimate from licence plate surveys.

*** Assume inflow @ 16.5% until 2011 and declining in percentage terms thereafter.

TABLE 13

TRADE AREA HOME IMPROVEMENT DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$21.7	\$23.8	\$24.6	\$25.3	\$27.9	\$29.7	\$32.5
Local Capture *							
@ 72.3% <i>Formerly 54.8%</i>	\$15.7						
@ 80.0%		\$19.0	\$19.6	\$20.3			
@ 80.0%					\$22.3	\$23.8	\$26.0
Secondary Zone							
Expenditure Potential (\$ m's)	\$20.5	\$21.9	\$22.4	\$22.9	\$24.2	\$24.9	\$26.0
Local Capture *							
@ 43.8% <i>Formerly 29.3%</i>	\$9.0						
@ 65.0%		\$14.2	\$14.5	\$14.9			
@ 65.0%					\$15.7	\$16.2	\$16.9
St. Thomas Local Share							
Without Inflow	\$24.6	\$33.3	\$34.2	\$35.1	\$38.1	\$40.0	\$42.9
Plus Inflow **							
@ 35.0% <i>Formerly 15.0%</i>	\$13.3						
@ 35.0% ***		\$17.9	\$18.4	\$18.9	\$18.9	\$18.9	\$18.9
Total Potential St. Thomas Local Capture	\$37.9	\$51.2	\$52.6	\$54.0	\$57.0	\$58.9	\$61.8
Less Existing Competition							
@ 136,491 sf GLA							
@ \$278 /sf GLA	\$37.9	\$37.9	\$37.9	\$37.9	\$37.9	\$37.9	\$37.9
Residual Sales Demand	\$0.0	\$13.3	\$14.7	\$16.1	\$19.1	\$21.0	\$23.9
Warranted sf GLA:							
@ \$300 per sf GLA	0	44,282	48,981	53,758	63,566	70,012	79,783
@ \$350 per sf GLA	0	37,956	41,984	46,078	54,485	60,010	68,385
@ \$400 per sf GLA	0	33,212	36,736	40,318	47,674	52,509	59,837
@ \$450 per sf GLA	0	29,521	32,654	35,838	42,377	46,675	53,189

* Base year estimate from Consumer Survey for Home Improvement and Building Supply, Hardware, Paint, Wallpaper, Hardware, Electrical and Plumbing Supply, and Garden Centre, Nursery, and Florist.

** Base year estimate from licence plate surveys of proxy anchors (Wal-Mart and Canadian Tire) and includes contractor sales.

*** Assume inflow @ 35% until 2011 and declining in percentage terms thereafter.

Note:

The warranted square footages exclude the seasonal unenclosed outdoor garden centre space.

The sales for the garden centre space are rolled into the sales of the permanent building.

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TABLE 14**TRADE AREA SUPERMARKET DEMANDS & RESIDUAL SPACE**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$67.0	\$71.5	\$73.0	\$74.5	\$81.1	\$86.5	\$94.5
Supermarket Share							
@ 81.0%	\$54.3						
@ 86.5%		\$61.8	\$63.2	\$64.5	\$70.2	\$74.8	\$81.8
Local Capture *							
@ 97.5% <i>Formerly 96.2%</i>	\$52.9						
@ 97.5%		\$60.3	\$61.6	\$62.9	\$68.4	\$72.9	\$79.7
Secondary Zone							
Expenditure Potential (\$ m's)	\$62.0	\$64.3	\$65.1	\$65.9	\$68.9	\$70.9	\$74.0
Supermarket Share							
@ 80.5%	\$49.9						
@ 82.5%		\$53.0	\$53.7	\$54.3	\$56.8	\$58.5	\$61.1
Local Capture *							
@ 46.5% <i>Formerly 34.4%</i>	\$23.2						
@ 50.5%		\$26.8	\$27.1	\$27.4	\$28.7	\$29.5	\$30.8
St. Thomas Local Share							
Without Inflow	\$76.1	\$87.1	\$88.7	\$90.3	\$97.1	\$102.5	\$110.6
Plus Inflow **							
@ 17.5% <i>Formerly 7.5%</i>	\$16.1						
@ 17.5% ***		\$18.5	\$18.8	\$19.2	\$19.2	\$19.2	\$19.2
Total Potential St. Thomas Local Capture	\$92.3	\$105.5	\$107.5	\$109.5	\$116.3	\$121.6	\$129.7
Less Existing Competition							
@ 169,895 sf GLA **** <i>Formerly 144,040 sf</i>							
@ \$543 /sf GLA	\$92.3	\$92.3	\$92.3	\$92.3	\$92.3	\$92.3	\$92.3
Residual Sales Demand	\$0.0	\$13.3	\$15.2	\$17.2	\$24.0	\$29.4	\$37.4
Warranted sf GLA:							
@ \$450 per sf GLA	0	29,497	33,838	38,183	53,343	65,225	83,218
@ \$475 per sf GLA	0	27,945	32,057	36,173	50,536	61,792	78,838
@ \$500 per sf GLA	0	26,548	30,454	34,365	48,009	58,702	74,896

* Base year estimate from consumer telephone survey.

** Estimated from licence plate surveys (Real Canadian Super Store) and floorspace inventory.

*** Assume inflow @ 17.5% until 2011 and declining in percentage terms thereafter.

**** Assume 106,800 sf Real Canadian Super Store less 26,800 sf general merchandise space = 80,000 sf conventional food.
Hence, supermarket and grocery inventory @ 196,695 sf in Appendix C-1 reduces by 26,800 sf to 169,895 sf.

TABLE 15

TRADE AREA SUPERMARKET/GROCERY STORE DIRECTIONAL IMPACTS

	2006	2009	2010	2011	2016	2021	2031
Total Potential St. Thomas Local Capture	\$92.3	\$105.5	\$107.5	\$109.5	\$116.3	\$121.6	\$129.7
Less Existing Competition:							
Real Canadian Super Store	\$50.8	\$46.4	\$47.3	\$48.2	\$51.2	\$53.5	\$57.1
% Share (Consumer Survey)	55.0%						
Future % Share		44.0%	44.0%	44.0%	44.0%	44.0%	44.0%
Sales/sf @ 80,000 sf GLA *	\$ 634						
Sales/sf @ 95,750 sf GLA **	\$ 530	\$ 485	\$ 494	\$ 503	\$ 534	\$ 559	\$ 596
Impact (%)		-8.5%	-6.8%	-5.1%	0.8%	5.4%	12.5%
Briwood Farmers Market	\$4.6	\$4.2	\$4.3	\$4.4	\$4.7	\$4.9	\$5.2
% Share (Consumer Survey)	5.0%						
Future % Share		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Sales/sf @ 7,845 sf GLA	\$ 588	\$ 538	\$ 548	\$ 558	\$ 593	\$ 620	\$ 661
Impact (%)		-8.5%	-6.8%	-5.1%	0.8%	5.4%	12.5%
Price Chopper	\$14.8	\$13.7	\$14.0	\$14.2	\$15.1	\$15.8	\$16.9
% Share (Consumer Survey)	16.0%						
Future % Share		13.0%	13.0%	13.0%	13.0%	13.0%	13.0%
Sales/sf 31,030 sf GLA	\$ 476	\$ 442	\$ 450	\$ 459	\$ 487	\$ 510	\$ 543
Impact (%)		-7.1%	-5.3%	-3.6%	2.4%	7.1%	14.2%
IGA	\$7.4	\$7.4	\$7.5	\$7.7	\$8.1	\$8.5	\$9.1
% Share (Consumer Survey)	8.0%						
Future % Share		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Sales/sf 17,410 sf GLA	\$ 424	\$ 424	\$ 432	\$ 440	\$ 468	\$ 489	\$ 522
Impact (%)		0.1%	1.9%	3.8%	10.3%	15.3%	23.0%
A&P	\$14.8	\$14.8	\$15.0	\$15.3	\$16.3	\$17.0	\$18.2
% Share (Consumer Survey)	16.0%						
Future % Share		14.0%	14.0%	14.0%	14.0%	14.0%	14.0%
Sales/sf 33,610 sf GLA	\$ 439	\$ 440	\$ 448	\$ 456	\$ 484	\$ 507	\$ 540
Impact (%)		0.1%	1.9%	3.8%	10.3%	15.3%	23.0%
Wal-Mart		\$19.0	\$19.3	\$19.7	\$20.9	\$21.9	\$23.3
Future % Share		18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Sales/sf @ 40,000 sf GLA		\$ 475	\$ 484	\$ 493	\$ 523	\$ 547	\$ 584
Total St. Thomas Supermarket Share (%)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total St. Thomas Supermarket Sales (\$ m's)	\$92.3	\$105.5	\$107.5	\$109.5	\$116.3	\$121.6	\$129.7
Total St. Thomas Supermarket Sales/ sf							
2006 169,895 sf GLA *	\$543						
2009 225,645 sf GLA *		\$468					
2011 225,645 sf GLA *			\$476	\$485	\$515	\$539	\$575
Residual Sales Demand		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

* Net of 26,800 sf of non-food general merchandise space in Real Canadian Super Store.

** Including 15,000 sf FSR expansion of Real Canadian Super Store.

TABLE 16

TRADE AREA SPECIALTY FOOD DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$67.0	\$71.5	\$73.0	\$74.5	\$81.1	\$86.5	\$94.5
Specialty Food Share							
@ 19.0%	\$12.7						
@ 13.5%		\$9.7	\$9.9	\$10.1	\$11.0	\$11.7	\$12.8
Local Specialty Food Capture *							
@ 79.7% <i>Formerly 88.2%</i>	\$10.1						
@ 80.5%		\$7.8	\$7.9	\$8.1	\$8.8	\$9.4	\$10.3
Secondary Zone							
Expenditure Potential (\$ m's)	\$62.0	\$64.3	\$65.1	\$65.9	\$68.9	\$70.9	\$74.0
Specialty Food Share							
@ 19.5%	\$12.1						
@ 17.5%		\$11.3	\$11.4	\$11.5	\$12.0	\$12.4	\$13.0
Local Specialty Food Capture *							
@ 14.4% <i>Formerly 61.7%</i>	\$1.7						
@ 14.5%		\$1.6	\$1.7	\$1.7	\$1.7	\$1.8	\$1.9
St. Thomas Local Share							
Without Inflow	\$11.9	\$9.4	\$9.6	\$9.8	\$10.6	\$11.2	\$12.2
Plus Inflow **							
@ 15.0% <i>Formerly 5.0%</i>	\$2.1						
@ 15.0% ***		\$1.7	\$1.7	\$1.7	\$1.7	\$1.7	\$1.7
Total Potential St. Thomas Local Capture	\$14.0	\$11.1	\$11.3	\$11.5	\$12.3	\$12.9	\$13.9
Less Existing Competition							
@ 60,000 sf GLA <i>Formerly 63,831 sf</i>							
@ \$233 /sf GLA	\$14.0	\$14.0	\$14.0	\$14.0	\$14.0	\$14.0	\$14.0
Residual Sales Demand	\$0.0	(\$2.9)	(\$2.7)	(\$2.5)	(\$1.7)	(\$1.1)	(\$0.1)
Warranted sf GLA:							
@ \$300 per sf GLA	0	-9,759	-9,032	-8,304	-5,656	-3,553	-371
@ \$350 per sf GLA	0	-8,365	-7,742	-7,118	-4,848	-3,046	-318
@ \$375 per sf GLA	0	-7,807	-7,226	-6,643	-4,525	-2,842	-297
Potential Sales Transfer / Increment (\$ m's)	\$0	(\$2.9)	(\$2.7)	(\$2.5)	(\$1.7)	(\$1.07)	(\$0.11)
Resultant Sales per Sq. Ft. of Existing Space	\$233	\$184	\$188	\$192	\$205	\$215	\$231
Resultant Impact on Sales Performance (%)		-20.9%	-19.4%	-17.8%	-12.1%	-7.6%	-0.8%

* From consumer telephone survey.

** Base year inflow = consultant judgment.

*** Assume inflow @ 15% until 2011 and declining in percentage terms thereafter.

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TABLE 17**TRADE AREA PERSONAL SERVICE DEMANDS & RESIDUAL SPACE**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$8.8	\$9.4	\$9.6	\$9.8	\$10.7	\$11.4	\$12.5
Local Capture							
@ 90.0% *	\$8.0						
@ 91.5% *		\$8.6	\$8.8	\$9.0	\$9.8	\$10.4	\$11.4
Secondary Zone							
Expenditure Potential (\$ m's)	\$7.9	\$8.1	\$8.2	\$8.3	\$8.7	\$9.0	\$9.4
Local Capture							
@ 55.0% *	\$4.3						
@ 56.5% *		\$4.6	\$4.7	\$4.7	\$4.9	\$5.1	\$5.3
St. Thomas Local Share							
Without Inflow	\$12.3	\$13.2	\$13.5	\$13.7	\$14.7	\$15.5	\$16.7
Plus Inflow							
@ 15.0% *	\$2.2						
@ 15.0% **		\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4
Total Potential St. Thomas Local Capture	\$14.4	\$15.6	\$15.9	\$16.1	\$17.2	\$17.9	\$19.1
Less Existing Competition							
@ 84,930 sf GLA Formerly 76,748 sf							
@ \$170 /sf GLA	\$14.4						
@ \$183 /sf GLA		\$15.6					
@ \$187 /sf GLA			\$15.9				
@ \$190 /sf GLA				\$16.1	\$16.1	\$16.1	\$16.1
Residual Sales Demand		\$0.0	\$0.0	\$0.0	\$1.0	\$1.8	\$3.0
Warranted sf GLA:							
@ \$200 per sf GLA	0	0	0	0	5,064	9,015	15,000
@ \$225 per sf GLA	0	0	0	0	4,501	8,013	13,333
@ \$250 per sf GLA	0	0	0	0	4,051	7,212	12,000
Per Capita Space Ratio Check Calculation: ***							
Personal Service Space @ 1.15 sf per capita		2,110	2,818	3,519	6,906	10,086	14,893

* Consultant estimate.

** Assume inflow @ 15% until 2011 and declining in percentage terms thereafter.

*** Based on Primary Zone population growth.

TABLE 18

TRADE AREA RESTAURANT DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$24.4	\$25.9	\$26.4	\$26.9	\$29.2	\$31.2	\$34.1
Local Capture							
@ 85.0% *	\$20.8						
@ 85.0% *		\$22.0	\$22.4	\$22.8	\$24.8	\$26.5	\$28.9
Secondary Zone							
Expenditure Potential (\$ m's)	\$23.4	\$24.1	\$24.3	\$24.5	\$25.6	\$26.4	\$27.6
Local Capture							
@ 40.0% *	\$9.3						
@ 40.0% *		\$9.6	\$9.7	\$9.8	\$10.3	\$10.6	\$11.0
St. Thomas Local Share							
Without Inflow	\$30.1	\$31.6	\$32.1	\$32.6	\$35.1	\$37.0	\$40.0
Plus Inflow							
@ 20.0% *	\$7.6						
@ 20.0% **		\$7.9	\$8.0	\$8.2	\$8.2	\$8.2	\$8.2
Total Potential St. Thomas Local Capture	\$37.7	\$39.5	\$40.2	\$40.8	\$43.3	\$45.2	\$48.1
Cumulative Growth in St. Thomas Local Capture			\$2.5	\$3.1	\$5.6	\$7.5	\$10.4
Less Existing Competition							
@ 181,658 sf GLA <i>Formerly 172,927 sf</i>							
@ \$208 /sf GLA	\$37.7						
@ \$218 /sf GLA		\$39.5	\$39.5	\$39.5	\$39.5	\$39.5	\$39.5
Residual Sales Demand	\$0.0	\$0.0	\$0.6	\$1.3	\$3.7	\$5.7	\$8.6
Warranted sf GLA:							
@ \$200 per sf GLA	0	0	3,162	6,312	18,662	28,345	43,008
@ \$225 per sf GLA	0	0	2,811	5,611	16,589	25,195	38,229
@ \$250 per sf GLA	0	0	2,530	5,050	14,930	22,676	34,406
Per Capita Space Ratio Check Calculation: ***							
Restaurant/Tavern 3.15 sf per capita		5,780	7,718	9,639	18,916	27,626	40,793

* Consultant estimate.

** Assume inflow @ 20% until 2011 and declining in percentage terms thereafter.

*** Based on Primary Zone population growth.

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TABLE 19**TRADE AREA LIQUOR/BEER/WINE DEMANDS & RESIDUAL SPACE**

<u>Trade Area</u>	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Primary Zone (St. Thomas)							
Expenditure Potential (\$ m's)	\$16.3	\$17.2	\$17.6	\$17.9	\$19.5	\$20.8	\$22.7
Local Capture							
@ 80.0% *	\$13.0						
@ 80.0% *		\$13.8	\$14.1	\$14.3	\$15.6	\$16.6	\$18.1
Secondary Zone							
Expenditure Potential (\$ m's)	\$15.4	\$15.9	\$16.0	\$16.2	\$16.9	\$17.4	\$18.2
Local Capture							
@ 20.0% *	\$3.1						
@ 20.0% *		\$3.2	\$3.2	\$3.2	\$3.4	\$3.5	\$3.6
St. Thomas Local Share							
Without Inflow	\$16.1	\$17.0	\$17.3	\$17.5	\$19.0	\$20.1	\$21.8
Plus Inflow							
@ 10.0% *	\$1.8						
@ 10.0% **		\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9
Total Potential St. Thomas Local Capture	\$17.9	\$18.9	\$19.2	\$19.5	\$20.9	\$22.0	\$23.7
Less Existing Competition							
@ 23,728 sf GLA <i>Formerly 19,586 sf</i>							
@ \$754 /sf GLA	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9	\$17.9
Residual Sales Demand	\$0.0	\$1.0	\$1.3	\$1.6	\$3.0	\$4.1	\$5.8
Warranted sf GLA:							
@ \$750 per sf GLA	0	1,269	1,698	2,125	4,014	5,512	7,778
@ \$800 per sf GLA	0	1,190	1,592	1,993	3,763	5,167	7,292
@ \$850 per sf GLA	0	1,120	1,498	1,875	3,541	4,863	6,863
Per Capita Space Ratio Check Calculation: ***							
Liquor/Beer/Wine Space @ 0.55 sf per capita		1,009	1,348	1,683	3,303	4,824	7,123

* Consultant estimate.

** Assume inflow @ 10% until 2011 and declining in percentage terms thereafter.

*** Based on Primary Zone population growth.

TABLE 20

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TRADE AREA SUMMARY DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>Sq. Ft.</u> <u>2006</u>	<u>Sq. Ft.</u> <u>2009</u>	<u>Sq. Ft.</u> <u>2010</u>	<u>Sq. Ft.</u> <u>2011</u>	<u>Sq. Ft.</u> <u>2016</u>	<u>Sq. Ft.</u> <u>2021</u>	<u>Sq. Ft.</u> <u>2031</u>
Department Store Space							
@ \$450 /sf GLA	0	0	0	0	0	0	13,266
@ \$500 /sf GLA	0	0	0	0	0	0	11,940
Non-department Store NFSR Space							
@ \$250 /sf GLA	0	57,160	71,023	85,125	142,481	169,025	209,219
@ \$275 /sf GLA	0	51,964	64,566	77,386	129,528	153,659	190,199
@ \$300 /sf GLA	0	47,633	59,186	70,937	118,734	140,854	174,349
Furniture, Home Furnishings, Computer/Software, Electronics/Appliances							
@ 21.5%							
@ \$200 /sf GLA	0	15,290	19,087	22,877	38,292	45,425	56,228
@ \$210 /sf GLA	0	14,562	18,178	21,788	36,468	43,262	53,550
@ \$220 /sf GLA	0	13,900	17,352	20,798	34,811	41,296	51,116
Drugs & Personal Care Stores							
@ 22.0%							
@ \$650 /sf GLA	0	4,969	6,010	7,203	12,056	14,302	17,703
@ \$675 /sf GLA	0	4,785	5,787	6,936	11,610	13,772	17,047
@ \$700 /sf GLA	0	4,614	5,580	6,688	11,195	13,281	16,439
Apparel & Accessories							
@ 19.0%							
@ \$250 /sf GLA	0	11,146	13,494	16,174	27,071	32,115	39,752
@ \$275 /sf GLA	0	10,133	12,268	14,703	24,610	29,195	36,138
@ \$300 /sf GLA	0	9,288	11,245	13,478	22,559	26,762	33,126
Other General Merchandise (excluding dept stores)							
@ 19.0%							
@ \$200 /sf GLA	0	13,647	16,868	20,217	33,839	40,143	49,690
@ \$225 /sf GLA	0	12,131	14,994	17,971	30,079	35,683	44,169
@ \$250 /sf GLA	0	10,918	13,494	16,174	27,071	32,115	39,752
Sports/Hobby/Music/Books/Miscellaneous /Tires & Auto Parts & Accessories							
@ 18.5%							
@ \$225 /sf GLA	0	11,051	14,599	17,498	29,288	34,744	43,006
@ \$250 /sf GLA	0	9,946	13,139	15,748	26,359	31,270	38,706
@ \$275 /sf GLA	0	9,042	11,945	14,316	23,963	28,427	35,187
Home Improvement Centre Space							
@ \$300 /sf GLA	0	44,282	48,981	53,758	63,566	70,012	79,783
@ \$350 /sf GLA	0	37,956	41,984	46,078	54,485	60,010	68,385
@ \$400 /sf GLA	0	33,212	36,736	40,318	47,674	52,509	59,837
@ \$450 /sf GLA	0	29,521	32,654	35,838	42,377	46,675	53,189
Supermarket Space							
@ \$450 /sf GLA	0	29,497	33,838	38,183	53,343	65,225	83,218
@ \$475 /sf GLA	0	27,945	32,057	36,173	50,536	61,792	78,838
@ \$500 /sf GLA	0	26,548	30,454	34,365	48,009	58,702	74,896

TABLE 20. CONTINUED

TRADE AREA SUMMARY DEMANDS & RESIDUAL SPACE

<u>Trade Area</u>	<u>Sq. Ft.</u> <u>2006</u>	<u>Sq. Ft.</u> <u>2009</u>	<u>Sq. Ft.</u> <u>2010</u>	<u>Sq. Ft.</u> <u>2011</u>	<u>Sq. Ft.</u> <u>2016</u>	<u>Sq. Ft.</u> <u>2021</u>	<u>Sq. Ft.</u> <u>2031</u>
Specialty Food Store Space							
@ \$325 /sf GLA	0	-9,759	-9,032	-8,304	-5,656	-3,553	-371
@ \$350 /sf GLA	0	-8,365	-7,742	-7,118	-4,848	-3,046	-318
@ \$375 /sf GLA	0	-7,807	-7,226	-6,643	-4,525	-2,842	-297
Personal Service Space							
@ \$200 /sf GLA	0	0	0	0	5,064	9,015	15,000
@ \$225 /sf GLA	0	0	0	0	4,501	8,013	13,333
@ \$250 /sf GLA	0	0	0	0	4,051	7,212	12,000
Restaurant Space							
@ \$225 /sf GLA	0	0	3,162	6,312	18,662	28,345	43,008
@ \$250 /sf GLA	0	0	2,811	5,611	16,589	25,195	38,229
@ \$275 /sf GLA	0	0	2,530	5,050	14,930	22,676	34,406
Liquor/Beer/Wine Space							
@ \$750 /sf GLA	0	1,269	1,698	2,125	4,014	5,512	7,778
@ \$800 /sf GLA	0	1,190	1,592	1,993	3,763	5,167	7,292
@ \$850 /sf GLA	0	1,120	1,498	1,875	3,541	4,863	6,863
TOTAL RETAIL & SELECTED COMMERCIAL							
Low Range	0	116,123	142,672	169,520	272,392	333,578	439,505
Mid Range	0	105,945	130,019	154,364	247,742	303,290	399,352
Upper Range	0	97,015	119,096	141,423	227,117	278,139	367,347

PER CAPITA SPACE RATIOS AND WARRANTED SPACE BASED ON CUMULATIVE POPULATION GROWTH

	<u>2006</u>	<u>Sq. Ft.</u> <u>2009</u>	<u>Sq. Ft.</u> <u>2010</u>	<u>Sq. Ft.</u> <u>2011</u>	<u>Sq. Ft.</u> <u>2016</u>	<u>Sq. Ft.</u> <u>2021</u>	<u>Sq. Ft.</u> <u>2031</u>
Primary Zone (St. Thomas)							
Population Projection	36,110	37,945	38,560	39,170	42,115	44,880	49,060
Cumulative Growth		1,835	2,450	3,060	6,005	8,770	12,950
Warranted Space Based on Per Capita Space Ratios							
		<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Other Service Space @ 0.9 sf per capita		1,652	2,205	2,754	5,405	7,893	11,655
Financial Institution Space @ 1.0 sf per capita		1,835	2,450	3,060	6,005	8,770	12,950
Local Office Space @ 5.0 sf per capita *		9,175	12,250	15,300	30,025	43,850	64,750
Total Warranted Space Based on Per Capita Ratios		12,662	16,905	21,114	41,435	60,513	89,355

**TOTAL RETAIL & SELECTED COMMERCIAL RESIDUALS PLUS
WARRANTED OTHER SPACE BASED ON PER CAPITA SPACE RATIOS**

Low Range	128,785	159,577	190,634	313,827	394,091	528,860
Mid Range	118,606	146,924	175,478	289,177	363,803	488,707
Upper Range	109,676	136,001	162,537	268,552	338,652	456,702

* Includes Finance/Insurance/Real Estate (FIRE) + Services to Business Management (SBM) + Medical/Dental/Veterinary + Misc. Office.

TABLE 21

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COMPARISON OF SQUARE FOOTAGE DEMANDS AND POTENTIAL SUPPLY

TOTAL RETAIL & SELECTED COMMERCIAL RESIDUAL DEMANDS							
	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
Low Range	0	116,123	142,672	169,520	272,392	333,578	439,505
Mid Range	0	105,945	130,019	154,364	247,742	303,290	399,352
Upper Range	0	97,015	119,096	141,423	227,117	278,139	367,347
Rounded Mid Range Residual Estimates		105,000	130,000	155,000	250,000	305,000	365,000

"COMMITTED" + "NOT COMMITTED" SQUARE FOOTAGE SUPPLY							
	<u>2006</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>
<u>Committed Supply</u>							
Vacancy Uptake against 199,434 sf (8.3%)		100,000	100,000	100,000	100,000	100,000	100,000
Smart!Centres (Bldg G @ 17,000 sf + Bldg K @ 7,000 sf + Wendys @ 4,0		28,000	28,000	28,000	28,000	28,000	28,000
Real Canadian Super Store (RCSS) Expansion (Zoned Site)		15,750	15,750	15,750	15,750	15,750	15,750
Designated Site(s) without Zoning		0	0	0	0	0	0
Subtotal Committed Supply		143,750	143,750	143,750	143,750	143,750	143,750
<u>Not Committed Supply</u>							
Notional Test Allocation		0	0	0	0	0	0
Notional Test Allocation		0	0	0	0	0	0
Subtotal Uncommitted Supply		0	0	0	0	0	0
Total Potential Supply (Committed + Not Committed)		143,750	143,750	143,750	143,750	143,750	143,750
Surplus (+) / Shortfall (-) of Supply Over Demand (Sq. Ft.)		38,750	13,750	-11,250	-106,250	-161,250	-221,250
(Committed + Not Committed)							
Additional Land Requirement (acres)		<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>
@ 25.0% coverage		-3.6	-1.3	1.0	9.8	14.8	20.3
		<i>Surplus</i>	<i>Surplus</i>	<i>Required</i>	<i>Required</i>	<i>Required</i>	<i>Required</i>

"COMMITTED" + MAXIMUM "NOT COMMITTED" SQUARE FOOTAGE SUPPLY							
	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2031</u>	
<u>Committed Supply</u>							
Subtotal Committed (from 2nd box this page)	143,750	143,750	143,750	143,750	143,750	143,750	
<u>Not Committed Supply</u>							
Maximum Unassigned NFSR Notional Test Allocation	75,000	75,000	75,000	75,000	75,000	75,000	
Maximum Unassigned Supermarket Notional Test Allocation	50,000	50,000	50,000	50,000	50,000	50,000	
Subtotal Not Committed Supply	125,000	125,000	125,000	125,000	125,000	125,000	
Total Potential Supply (Committed + Not Committed)	268,750	268,750	268,750	268,750	268,750	268,750	
Surplus (+) / Shortfall (-) of Supply Over Demand (Sq. Ft.)	163,750	138,750	113,750	18,750	-36,250	-96,250	
(Committed + Not Committed)							
Additional Land Requirement (acres)		<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>	<u>Acres</u>
@ 25.0% coverage		-15.0	-12.7	-10.4	-1.7	3.3	8.8
		<i>Surplus</i>	<i>Surplus</i>	<i>Surplus</i>	<i>Surplus</i>	<i>Required</i>	<i>Required</i>

**CALLOWAY REIT (ST. THOMAS) INC.
PLANNING REPORT**

Prepared by:

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1.0 INTRODUCTION

Calloway REIT (St. Thomas) Inc. ("Calloway") proposes an addition to the existing Wal-Mart store located within the First Railside Shopping Centre situated at Talbot Street and First Avenue in the City of St. Thomas (the "Calloway Site"). The proposed expansion will add approximately 60,000 square feet (5,574 square metres) of floor space to the existing Wal-Mart store (the "Proposed Development").

The City of St. Thomas Zoning By-law (the "Zoning By-law") currently limits development to 400,000 s.f. (37,160 sm) of gross leasable floor area ("GLFA"). The rezoning application submitted to the City of St. Thomas provides for an increase in total floor area to 460,000 s.f. (42,735 sm) (the "Proposed Development"). Supporting technical studies have been prepared and are summarized in this report.

The City of St. Thomas is in the process of reviewing and revising its Official Plan. Two recent reports, "St. Thomas Population, Housing and Employment, 2006-2026" by Lapointe Consulting, May 2007, (the "Lapointe Study") and, "Retail Commercial Demand Analysis – Regional Commercial Systems Study" by W. Scott Morgan, May 14, 2007, (the "Morgan Study") have been prepared as part of the OP review. The Morgan Study has considered the Wal-Mart expansion and the findings are discussed in this report.

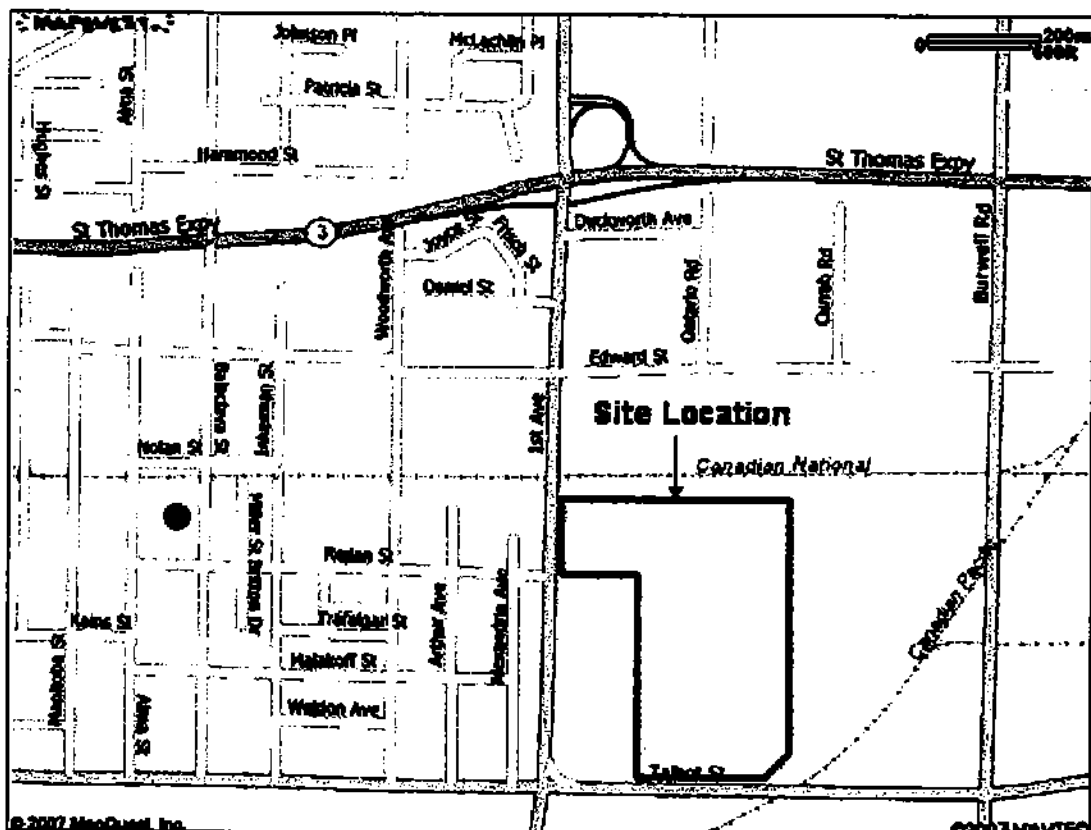
2.0 SITE DESCRIPTION AND CONTEXT

Development of the Calloway site began in 2001. The Calloway development now consists of approximately 370,000 square feet (34,373 square metres) of retail and commercial space. The site contains a Canadian Tire, Real Canadian SuperStore, Wal-Mart and smaller retail and service commercial uses. The existing Wal-Mart is approximately 106,624 square feet (9,905 square metres).

Surrounding land uses include:

- South: Talbot Street with retail and service commercial uses located along the south side;
- West: Timken industrial building and residential uses on the west side of First Street;
- North: Rail line and industrial development beyond;
- East: Rail line and industrial development beyond.

Location Map



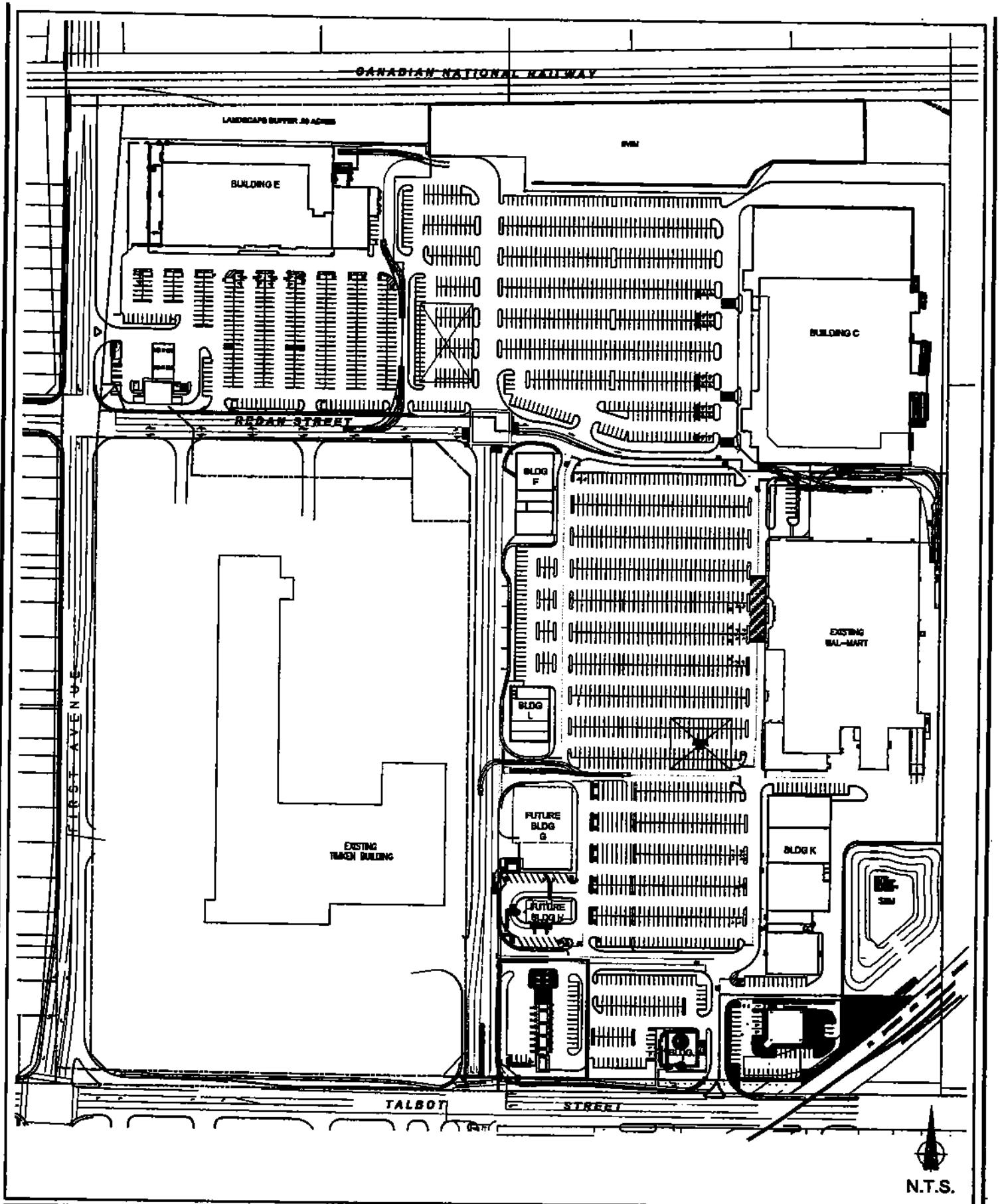
3.0 PROPOSED DEVELOPMENT CONCEPT

The original development concept for the Site contemplated a possible 30,000 s.f. expansion to Wal-Mart. The proposed expansion to the current Wal-Mart store is approximately 60,000 square feet (5,574 square metres). The proposed expansion of the store is intended to allow Wal-Mart to diversify its current product and service offering to include groceries and to enhance the shopping experience with wider aisles and other features. Wal-Mart has been expanding a number of its stores in Southern Ontario, to provide a better service.

Figure 1 illustrates the current site development of approximately 370,000 s.f. and the proposed two future pad buildings in the south end of the Site, one of which is under construction. As well, the Real Canadian SuperStore has the ability to expand by about 15,000 s.f. (without rezoning), which would take the Site to its zoned maximum of 400,000 s.f.

Figure 2 illustrates a concept plan of the proposed expansion of the Wal-Mart store. The expansion will occur primarily at the north and south end of the store and will involve the demolition of approximately 7,200 s.f. existing retail (unit K6). Approximately 40,000 s.f. of the Wal-Mart expansion will be for the expansion of the food products component with the remaining 20,000 s.f. used for general merchandise and services. The total site development will increase to 460,000 s.f. (excluding building K6 (7,200 s.f.)) which will be demolished as part of the expansion proposal.

Overall, the proposed expansion to an existing Wal-Mart store represents a minor change to both the size of the commercial development and its functioning.



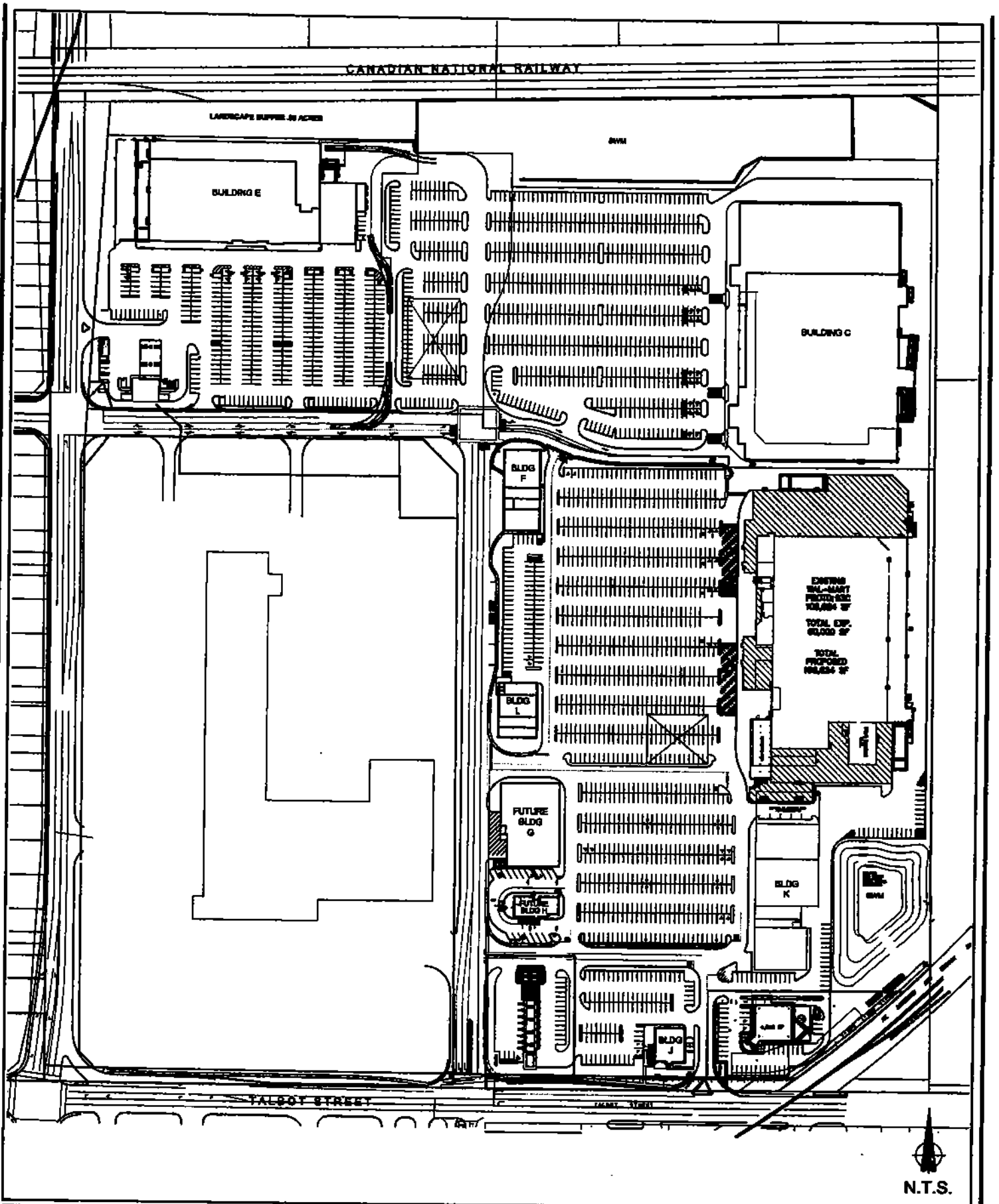


FIGURE 2
Wal-Mart Expansion
Concept Plan

Source: Petroff Partnership Architects

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides guidance on matters of Provincial interest related to land use planning and development. All municipal land use planning decisions must be consistent with the PPS. Part V, Policies, Section 1 contains the planning principles for "Building Strong Communities."

As the Site is designated for commercial use and has been substantially developed, the PPS has limited applicability to this development.

Consideration for a commercial development is found in Section 1.7 which promotes long term economic prosperity by maintaining and where possible enhancing the vitality and viability of downtowns and mainstreet areas. This policy is addressed in Section 6.3 of this report.

4.2 City of St. Thomas Official Plan

The City of St. Thomas Official Plan (the "Official Plan") was prepared in the late 1970's, adopted by St. Thomas City Council in September, 1979 and approved by the Minister of Housing in August, 1980. The Plan was prepared to guide development within the City over a 20 year period to 2001 and has been amended over time. Amendments were made in 2000 following a commercial policy review and the processing of the Official Plan and Zoning By-law Amendment applications for the Calloway Site.

4.2.1 Basis of the Official Plan

Section 3 of the Official Plan, Basic Assumptions of the Official Plan, contains the general policy direction for the community. Section 3.4 provides the underlying foundation for policies on the Downtown, as follows:

3.4.1 The "Downtown" will remain as the centre of pedestrian oriented retail, office, civic, cultural, entertainment and government uses in the City of St. Thomas.

3.4.2 A necessary element of the "Downtown" is the maintenance and expansion of its retail commercial uses. Based on a market analysis of the St. Thomas/Central Elgin regional commercial system undertaken by W. Scott Morgan on behalf of the City of St. Thomas and the Municipality of Central Elgin, specialty department store type space as well as other retail commercial, office, civic, cultural, restaurant, entertainment and financial uses will be encouraged to be located in the "Downtown".

3.4.3 Mixed use commercial/residential development will be encouraged to locate in the "Downtown".

The policy foundation for the commercial structure of the Official Plan is contained in Section 3.6, as follows:

3.6.1 The majority of commercial floorspace will be concentrated in the "Downtown", the Major Commercial area which is Elgin Mall and the Power Centre Commercial area located on the northeast quadrant of the Talbot Street/First Avenue intersection as shown on Schedule "A". Other areas of commercial activity are the Secondary Commercial area in the Wellington Road/First Avenue area and various Minor Commercial areas located throughout the City. Highway Commercial areas are located in three areas of the City. Highway Commercial activity is located at the east end of the City in proximity to Talbot Street and in the Sunset Drive/Edgeware Road area in the northwest part of St. Thomas. A third Highway Commercial node is being developed in the Canada Way/Ron McNeil Line area in the northeast part of the City.

3.6.2 The Market Study dated January 2000 prepared by W. Scott Morgan for the City and Central Elgin concluded that there are market opportunities for additional department store type merchandise space, specialty department store type merchandise space, foodstore space, tires/batteries/accessories space, office supply and computer space, home improvement related merchandise space, restaurants, personal services, theatre, banks and hotel development in St. Thomas/Central Elgin to accommodate the needs of the projected population in the trade area.

3.6.3 The majority of the department store type merchandise space in St. Thomas will be located in Elgin Mall, the Power Centre and the Downtown. The Downtown will focus on specialty department store type space as well as other retail commercial, office, civic, cultural, restaurant, entertainment and financial uses."

4.2.2 Land Use Structure

The structure of the commercial areas of St. Thomas is addressed in Section 4.3, Land Use Structure, of the Official Plan. These policies further elaborate on the foundation contained in Section 3.

It is important to note from Section 4.3.1 that Downtown is to be "the centre of pedestrian-oriented retail, office, civic, cultural, entertainment and government uses in the City."

4.3.1 Council support the dominance of the "Downtown" as the centre of pedestrian-oriented retail, office, civic, cultural, entertainment and government uses in the City of St. Thomas.

4.3.2 The retail structure of St. Thomas will have the following components:

- *The Downtown as the focus of pedestrian-oriented specialty retailing, dining, arts, culture and entertainment activities in the City;*
- *Elgin Mall in the east side of the City as the dominant regional shopping centre serving the St. Thomas/Central Elgin trade area;*
- *A large scale Power Centre with regional drawing power located at the eastern gateway/entranceway into the St. Thomas Downtown;*
- *A Secondary Commercial area at Wellington Street/First Avenue providing a mix of retail commercial uses that provide support and further strength to the Downtown;*
- *Highway Commercial areas along Talbot Street east of First Avenue, at Sunset Drive/Edgeware Road and Canada Way/Ron McNeil Line providing services to the traveling public;*
- *Minor Commercial areas in arterial/collector road locations across the City serving the day-to-day retail and service commercial needs of the surrounding residential areas; and,*
- *Local commercial facilities located within residential neighbourhoods providing limited retail convenience goods.*

4.3.3 Major department store type merchandise facilities will be located in Elgin Mall and the Power Centre.

It is clear from this policy that Downtown's function is to be mixed use activity area, not solely a commercial or retail area, and it is to have a pedestrian-oriented urban form. These policies differentiate Downtown from the more commercially-oriented, low density and auto-oriented form of modern shopping centres.

4.2.3 Downtown Policies

Section 5.3 of the Official Plan contains policies for Downtown. For planning purposes, the Downtown has been divided into three discrete areas as illustrated on the Land Use Schedule as follows:

- Talbot Central - Metcalfe to Manitoba Streets
- Talbot West - Stanley to Metcalfe Streets
- Talbot East - Manitoba Street to First Avenue.

Each of these areas has different characteristics and specific policies to guide its activities and development.

The overall goals for Downtown are contained in Section 5.3.1.2 and the first three goals are as follows:

- i) the primary goal is the maintenance and enhancement of the key role of Downtown as the principal retail, office, service and public administration in St. Thomas;*
- ii) additional specialty department store type merchandise facilities in Talbot Central and new department store type merchandise facilities in the Power Centre located at the eastern entranceway/gateway into the Downtown will assist in strengthening the retail component of the Downtown;*
- iii) the introduction of an increased residential population in Downtown through redevelopment schemes.*

The general policies for Downtown state that this area "shall remain as the major concentration of pedestrian-oriented retail, office, service and public administration in St. Thomas. New development or redevelopment shall support the concentration of activities in downtown".

4.2.4 Power Centre

The Power Centre Commercial policies were added to the Official Plan in 2000. A commercial policy review study (Morgan, 2000) at that time identified that:

- a) a further 363,000 s.f. of retail space was warranted in St. Thomas/Central Elgin trade area;*
- b) the majority of new retailers entering the local market will be developing big box and small box platforms in a "power centre" setting; and,*
- c) the regional commercial structure of St. Thomas/Central Elgin was lacking a power centre development.*

A significant amount of outflow was occurring as many residents travelled to London to stores not available in St. Thomas.

The commercial policy structure now includes the Downtown, Elgin Mall and the Power Centre as the "upper level" or regional serving components. The Power Centre role is to provide retail and service commercial uses in an auto-oriented, open-air format shopping centre.

The Calloway site was designated Power Centre Commercial by Amendment No.47 to the Official Plan of the City of St. Thomas on October 16, 2000.

The policies contained within OPA No.47 guide future development applications respecting this land. Specifically the following goals of Section 5.5.2 have been approved for the Power Centre Commercial designation:

- *to provide a variety of retail and service commercial facilities in an open-air, detached building, non-shopping mall format that is accessible, comfortable and attractive to shoppers;*
- *to ensure the commercial uses on the power centre site serve the retail needs of the St. Thomas/Central Elgin trade area; and,*
- *to ensure that the Power Centre works to complement and support the concept of a strong and healthy St. Thomas Downtown.*

The policies for Power Centre development of Section 5.5.3 are as follows:

5.5.3.1 Within the area designated Power Centre Commercial on Schedule "A" the permitted use of the land will be for a power centre. A power centre is defined as a large scale, unenclosed shopping centre containing new format retail big box and small box uses with regional drawing power. It is situated in a prominent arterial road location in the City with excellent visibility and exposure to passing traffic. It comprises a collection of detached, free-standing buildings and structures on a large site with controlled access/circulation and

ample shared parking on-site. The power centre may include a combination of single user and multi-user buildings.

5.5.3.2 The uses permitted in a power centre include department store type merchandise facilities, specialty department store type merchandise facilities, home and auto supply store, food store, office supply and computer store, home improvement and related merchandise store and other service commercial uses i.e. banks, restaurants, other services, etc.

5.5.3.3 The design of the power centre will reflect the prominent location of such development at the entranceway/gateway to the Downtown, including extensive landscaping and integrated signage.

5.5.3.4 An application for development of a new power centre and/or an application to expand an existing power centre will only be permitted after a detailed evaluation of the proposed development based on the submission and an independent peer review of the following supporting documents carried out at the expense of the applicant:

- *Traffic Impact Report addressing:*
 - *the traffic impacts of the proposed development on the roads and intersections in the vicinity of the site;*
 - *the assessment of existing conditions in the vicinity of the site based on a comprehensive set of existing traffic counts;*
 - *the development and assessment of future background traffic;*
 - *the development of site generated traffic;*
 - *the development and assessment of total traffic;*
 - *identification of the infrastructure improvements required to accommodate the total traffic volumes; and*
 - *the adequacy of on-site circulation and the parking provided to accommodate the proposed uses and an assessment of the potential of the site design to affect the operation of adjacent streets.*
- *Servicing Impact Report addressing:*
 - *sanitary sewage servicing of the site*
 - *water servicing of the site; and*
 - *conceptual stormwater management plan for the site.*
- *Planning Impact Report addressing:*
 - *type and size/scale of proposed land uses;*
 - *floor space by retail commercial category;*
 - *conformity of the proposed development to the Official Plan;*
 - *compliance of the proposed development with the Zoning By-law;*
 - *demonstration why proposed uses cannot be located in the Downtown;*

- compatibility of the proposed development with existing and planned land uses in the surrounding area; and
 - appropriateness/suitability of the proposed location and site for this development.
- Where the applicant is proposing commercial uses in excess of the warranted space identified in the Retail Market Demand Analysis study dated January 2000, a market Demand and Directional Impact Analysis demonstrating that the proposed uses will not have a deleterious impact on the planned function of the upper level of the St. Thomas/Central Elgin regional commercial system hierarchy.
 - Phase 1 Environmental Audit prepared in accordance with the prevailing protocols and guidelines of the Ministry of the Environment.

5.5.3.5.1 On-site parking and access/circulation facilities will be shared by the uses on the power centre site.

5.5.3.5.2 Access to the power centre will be controlled and designed to minimize the danger to vehicular and pedestrian traffic. Points of ingress and egress for a gas bar forming part of the power centre will be limited in number and designed with a suitable landscaped area between the gas bar and the adjacent street.

5.5.3.5.3 Vehicular parking facilities in the ratio of at least 5.5 parking spaces for each 100 square metres of gross leasable floor area will be required on the power centre

5.5.3.5.4 The power centre will front onto an arterial road as shown on Schedule "B".

5.5.3.5.5 All commercial development within the Power Centre Commercial designation should be consistent with the general policies in Section 4.3.2, 4.3.3 and 4.3.4 inclusive.

5.5.3.5.6 The implementing zoning by-law may contain regulations specifying the permitted uses and the gross floor area of the power centre development.

5.5.3.5.7 Documentation submitted in support of an application for development of a new power centre and/or application to expand an existing power centre as set out in subsection 5.5.3.4 shall use the population projections contained within the "Population Projections and Housing Requirements: City of St. Thomas" report prepared by LaPointe Consulting Inc. in association with Dillon Consulting Limited, dated December, 1999 and approved by St. Thomas City Council on April 17, 2000.

Official Plan Amendment No.47 outlines the requirements for creating a new power centre or expanding an existing power centre. An assessment review of the policies of Section 5.5.3.4 will be undertaken in Section 6 of this report.

An amendment to the Official Plan is not required to provide for the Proposed Development as the Site is designated for the proposed use and no changes to the policies are required.

4.3 City of St. Thomas Zoning By-law

City of St. Thomas Zoning By-law Amendment No. 171-2000 was enacted on October 16, 2000. This Zoning By-law amendment re-zoned the Calloway site to Power Centre Commercial Zone (C-10) as illustrated on Figure 3. Two holding provisions are also included in the zoning for this site "H2" and "H3".

The Power Centre Commercial Zone permits a variety of retail and service commercial uses including retail store, foodstore, restaurant, personal service shop, theatre and business office.

The zoning by-law establishes the following development regulations for the Calloway site:

- maximum G.L.F.A., all buildings 37,160 sm (400,000 sf)
- maximum G.L.F.A., department store 9,755 sm (105,005 sf)
- minimum G.L.F.A., any store 275 sm (2,960 sf)
- ancillary retail stores,
maximum floor 10% of total G.F.A. on site for
retail stores w. G.F.A.
less than 465 sm (5,005 sf)
- minimum landscaped area 10%
- minimum parking requirement 5.5 /100 sm (5.11 sp/1000 sf)

Minor variances to the zoning by-law have been approved by the Committee of Adjustment on two occasions to permit five retail stores between 1496s.f. and 2960 s.f. and one unit of 1,200s.f. Currently five of the six permitted small stores have been built.

An amendment to the zoning by-law is required to permit the Proposed Development. Specifically, the limitations on the size of the development (400,000 s.f.) and the department store (105,005 s.f.) will have to be amended.

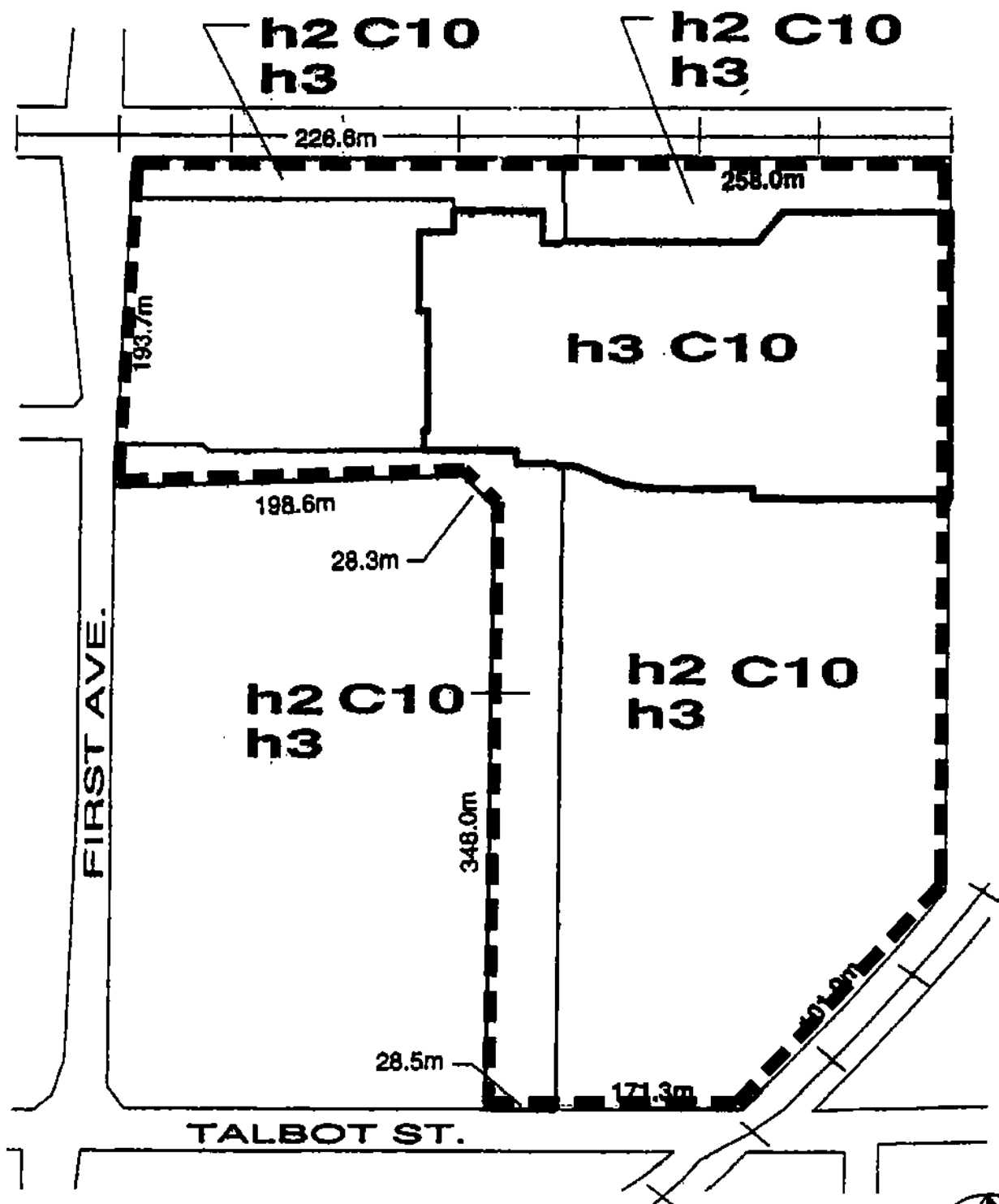


FIGURE 3
Zoning By-law

Source: City of St. Thomas

5.0 SUPPORTING TECHNICAL STUDIES

5.1 Market Review Report

The City has undertaken a commercial market study as a component of its Official Plan review. That study, The Morgan Study discussed in Section 6.2, has considered the proposed Wal-Mart expansion. Malone Given Parsons Ltd. (MGP) has reviewed The Morgan Study and prepared a market opinion letter (dated June 12, 2007) regarding the proposed expansion to the existing Wal-Mart store in St. Thomas. The MGP market opinion letter concluded that:

We agree with the findings and conclusions of the Morgan Report that there is market support for a 60,000 s.f. expansion to the existing Wal-Mart and that the expansion would not cause a deleterious impact on the planned function of the upper level of the St. Thomas / Central Elgin regional commercial system hierarchy (the Downtown, Elgin Mall or the Power Centre).

5.2 Traffic Study – iTrans Consulting Inc.

iTrans Consulting Inc. has completed the "Calloway REIT (St. Thomas) - Expansion Traffic Study" dated June 2007 (the "Traffic Report"). This report studied a number of internal and external intersection operations for existing, future background (400,000 sf GFA commercial / retail space permitted as-of-right), and future total (460,000 sf GFA commercial / retail space) traffic. The internal street network connects to both First Avenue and Talbot Street. The parking and pedestrian needs within the site were also assessed. The study parameters were developed in consultation with City staff.

The findings of the Traffic Study are:

- The analysis indicates that all intersections studied have sufficient capacities to accommodate future traffic demand and operate at level of service C or better.
- There is currently an agreement in place to allow customers to park in any of the parking areas regardless of the store or stores they are patronizing. This shared parking arrangement is particularly advantageous during peak shopping periods.
- The latest site plan showing the proposed expansion allows for 2,509 parking spaces after expansion. The amount of parking provided exceeds the parking requirements prescribed by the City of St. Thomas and in our opinion is sufficient.
- In response to comments previously received from the City of St. Thomas, the concept plan has been revised to provide a sidewalk on the south portion of the Wal-Mart parking area to enhance pedestrian access from the bus lay-by to the Wal-Mart store.
- No further changes are proposed at the Timken driveway with the north-south primary driveway.

iTrans also reviewed the internal pedestrian system and transit operations on site. Sidewalks and wheelchair ramps have been provided throughout the Site and provide good connectivity

between buildings, and to the bus lay-by on the west side of the Site. No further improvements are recommended.

The City's four transit routes all begin at the bus lay-by on the Calloway Site. Para-Transit service is also provided to the Site on a demand basis. Para-Transit can load/unload passengers along the store fronts of the development. No further transit facility improvements are recommended on the Calloway Site.

5.3 Site Servicing – Counterpoint Engineering Inc.

Counterpoint Engineering Inc. reviewed the proposed demand increase for sanitary and water servicing capacities of the Calloway Development and has concluded in their reporting letters dated June 5, 2007, that:

- The domestic and fire flow water requirements can be supported by the existing watermain network;
- The increased volume of sanitary drainage can be accommodated by the existing sewer system on site and on Talbot Street, and there are no capacity constraints in the sewage treatment facility.

Counterpoint also reviewed the proposed expansion and the impacts on the stormwater management design and concluded that:

- The new expansion will not alter the existing drainage pattern. The rooftop will be expanded from 0.99 ha to 1.52 ha, and the expansion will include rooftop controls at 42 l/s/ha.

In summary, the existing site services are able to accommodate the proposed expansion without any improvements.

6.0 PLANNING ANALYSIS AND BASIS FOR ZONING AMENDMENT

This section of the report provides a planning analysis of the proposed zoning by-law amendment within the context of the City's commercial policy framework and the various supporting studies that have been prepared for the technical aspects of this project. Official Plan Amendment No.47 outlines the key requirements and evaluation criteria for an enlargement to an existing Power Centre. This section of the report will discuss these evaluation criteria.

6.1 St. Thomas Commercial Context

It is important to review the commercial structure for St. Thomas when considering the proposed expansion of the Calloway development.

The Official Plan refers to the "upper level" of the commercial structure as comprising the Downtown, the Elgin Mall and the Power Centre which is the existing Calloway development. The Power Centre component was approved in 2000 through OPA No. 47 and has been developing incrementally for over five years.

The Calloway site is meeting its intended role in the St. Thomas commercial structure by providing a location for big box and small box retailers to locate in St. Thomas. In addition to Wal-Mart, Canadian Tire has developed its modern large format on site and Loblaws has developed its large superstore format here as well. Other smaller retailers have located on site over the past five years; however the majority of space on site is occupied by the three anchor tenants.

The Calloway Development is nearing build-out with approximately 30,000 s.f. of capacity remaining for additional development, exclusive of the Wal-Mart expansion.

With respect to the two other components of the upper level of the commercial structure, both the Downtown and the Elgin Mall are continuing to perform their planned roles in the local commercial structure. The Official Plan provides for Downtown to be the focus of pedestrian-oriented retail, office, civic, cultural, entertainment and government uses. The Official Plan encourages mixed-use development in the Downtown area. The Talbot East and Talbot West components of Downtown, at each end of the pedestrian-oriented historic Downtown, have a more auto-oriented form and cater to a range of national as well as local retail service providers.

The historic downtown of St. Thomas extends along Talbot Street from approximately Metcalfe Street in the west to just east of Ross Street in the east. It extends generally one block south to the railway and about one block north. This area served as the commercial centre of the community in the pre-World War II era, when St. Thomas was a major railway hub in southwestern Ontario. Over the years, commercial activity has spread to the west and east along Talbot Street to encompass those areas now referred to as Talbot West and Talbot East by the Official Plan. It is the older central part of Downtown, however, that has the traditional pedestrian-oriented urban form of a main street area.

The central area of Downtown is a true mixed use main street area. It contains a wide range of retail space, office, personal services, City Hall, other government offices, library, police station, higher density housing, restaurants, movie theatre, churches and an art gallery among other uses. The Downtown is a compact, pedestrian-oriented area and the retail component is comprised predominantly of smaller independent retailers with some larger facilities/draws such as Shoppers Drug Mart and the LCBO outlet. There is a small IGA supermarket in Downtown.

As retail formats have evolved it appears that Downtown's retail role has also changed and it now is comprised primarily of smaller specialty stores. The service sector is also very strong in the core with major banks located there along with the offices of doctors, lawyers and real estate professionals. There are some vacancies in the Central part of Downtown, however, these vacancies in our opinion merely signalize a main street going through a transition.

The Elgin Mall is a mid-size enclosed shopping centre that has been of the local commercial structure for many years. Elgin Mall is currently anchored by Zellers department store, A & P supermarket and a Galaxy Cinema with a total of approximately 265,000 sq.ft. of space. Collectively, these anchor tenants provide a diverse drawing power for the shopping centre. The balance of the space is comprised of a mix of nationally branded and local retailers providing a wide range of goods and services. Elgin Mall has evolved over time to meet the needs of the community and changing retail industry.

In addition to the two supermarkets noted above, there are two other supermarkets in St. Thomas. The Real Canadian SuperStore as previously discussed sits next to the Wal-Mart store on the Calloway Site. A Price Chopper is located a short distance to the west on Talbot Street.

Overall, in the context of both the site development and the overall City inventory of over 2 million square feet of commercial space, the proposed Wal-Mart expansion is relatively minor. An expansion has also been contemplated from the outset of the project and space provided adjacent to the Wal-Mart store to allow for an expansion in the future.

6.2 City of St. Thomas Current Official Plan Review

As previously noted, the City of St. Thomas is in the process of reviewing and updating its Official Plan, and has commissioned background studies for this review.

W. Scott Morgan & Associates Limited prepared a retail market demand study for the City of St. Thomas in January 2000. That Study was the basis for a commercial policy review which led to the introduction of Power Centre policies in the Official Plan, and supported the development of the Calloway Site. There has been considerable retail growth in the community since 2000 which has warranted an updated commercial study to form a basis for the current Official Plan review. The municipality has again engaged W. Scott Morgan to undertake this work.

The Morgan Study assesses the current state of the St. Thomas/Central Elgin commercial structure and projects commercial needs to 2031. The Morgan Study concludes that the current

commercial structure, with the introduction of the Power Centre, represents "the optimum longer term market equilibrium position" and that additional retail commercial designations are not needed in the near term. Morgan recommends "incremental expansion" that would allow the existing structure to further mature.

Commercial space in St. Thomas grew significantly during the six years between the two studies by Morgan (January 2000 and May 2007). The current vacancy rate for commercial space in the City is about 8.3%, an acceptable level according to industry conventions. Talbot Central, the pedestrian-oriented main street area, has a vacancy rate of about 12.6%, however the amount of vacant space is similar today to what it was in 2000 when Morgan last studied the market. Morgan notes that there has been some retenanting in this node.

Overall, the Morgan Study finds the commercial structure to be in good order and concludes on page 24 the following:

The existing retail commercial hierarchy represents what had been determined through the last commercial policy review to provide an optimal distribution of commercial land uses after the approval of the Power Centre node. That approval ushered in Wal-Mart and accommodated the expansion and relocation of the Canadian Tire store and the development of the Real Canadian SuperStore as a replacement for the former Zehrs Market on Wellington Street.

Together, these anchor stores have established a new retail commercial equilibrium with combined synergies that enhance the drawing power of the existing designations and strengthen St. Thomas' attractiveness across the broader commercial market.

The Morgan Study considered the supermarket market conditions and future demand for new space. Morgan took into account the proposal for Wal-Mart to expand with approximately 40,000 s.f. of the new space used for food retailing. The existing supermarkets in the community are "performing well", according to Morgan, and the Wal-Mart expansion is not expected to have a significant impact on the supermarkets of the community.

The Morgan Study also addresses market demands for department store NFSR space (non food store retail). The proposed 20,000 s.f. of NFSR space in the Wal-Mart expansion was tested with a first full year of operation of 2009. Modest increases in local capture rates and inflow would generate sufficient market potential to support sales gains at both Wal-Mart and Zellers. Morgan concludes that Wal-Mart's NFSR expansion of 20,000 s.f. is acceptable in market terms.

The Lapointe Study indicates the current St. Thomas population is 36,110, and has experienced strong growth over the past 5 years. The population of St. Thomas is projected by Lapointe to grow to 45,100 to 47,200 persons over the next 20 years depending on the scenario chosen. This population growth will also generate a need for new retail space. Similarly, the Lapointe Study forecasts total employment to grow from the current 18,200 jobs to 26,200 jobs in 2026.

The St. Thomas/Central Elgin has a total of 2.4 million s.f. of commercial floor space. The addition of 60,000 s.f. to the Wal-Mart store is a relatively minor change to the commercial structure and is supported by the retail market study of W. Scott Morgan.

The Morgan and Lapointe studies both provide a basis and support for the proposed Wal-Mart expansion.

6.3 Provincial Policy Statement

The Provincial Policy Statement is a high level planning document setting out broader planning principles. The PPS has limited application in this instance as this project is proposing a minor expansion of an existing shopping centre. This application does not involve an urban expansion, a greenfield development or a site with sensitive natural features.

Section 1.7 promotes long-term economic prosperity for communities by maintaining and where possible enhancing the vitality and viability of downtowns and mainstreet areas. The Calloway Development began some six years ago and has expanded gradually over that time. Downtown has co-existed with the Calloway Development and plays a different role in the local commercial structure. As previously noted, Downtown is the home of many independent businesses and has a strong service and office orientation. The Calloway Development accommodates the modern large format retailer which requires a significant amount of space to accommodate both building and parking needs. The Calloway Site, located on Talbot Street east of Downtown, is within close proximity to Downtown. This location provides an opportunity for Downtown to capitalize on the traffic generated by the major retailers at the Calloway Site.

The proposed expansion of the Wal-Mart store represents a minor increase in the City's overall commercial space. The recent Morgan Study has identified a demand for additional retail space of the type being proposed and that the proposed Wal-Mart expansion is acceptable in market terms.

For these reasons, it is our opinion that the proposed Wal-Mart expansion is consistent with the PPS.

6.4 City of St. Thomas Official Plan Policies

Policy 5.5.3.4 of the Official Plan provides policy direction for the consideration of applications to create a new 'Power Centre' or to expand an existing centre.

6.4.1 Retail Market Analysis

With respect to the matter of retail market support and impacts, the Official Plan states:

Where the applicant is proposing commercial uses in excess of the warranted space identified in the Retail Market Demand Analysis study dated January 2000, a

Market Demand and Directional Impact Analysis demonstrating that the proposed uses will not have a deleterious impact on the planned function of the upper level of the St. Thomas/Central Elgin regional commercial system hierarchy.

In this case, the expansion contemplates commercial space beyond that warranted in the Retail Market Demand Analysis Study of 2000. The Morgan Study prepared for the City as part of its Official Plan review is an update of the study undertaken in 2000.

The OP requires an assessment of the impact on the two other components of the upper level of the Commercial structure, the Elgin Mall and the Downtown, particularly the Central Talbot area which is the heart of Downtown St. Thomas.

The Morgan Study, undertaken for the City's OP review, demonstrates the suitability of the proposed Wal-Mart expansion, as it specifically evaluates the impact of the 60,000 s.f. of new retail space. The Morgan Study has concluded that the food and non-food retail components of the Wal-Mart addition will not have a deleterious impact on the upper level of the City's commercial hierarchy.

The food retail component comprises the larger part of the Wal-Mart expansion.

The Morgan Study notes that the IGA supermarket located in the Downtown and the A & P Supermarket in the Elgin Mall will receive limited impact from the Wal-Mart expansion and are not at risk of closure due to this expansion.

The Wal-Mart expansion of approximately 60,000 s.f. is a relatively minor increase in the overall commercial space in the community. The site plan for the Calloway Development contemplated a possible though smaller expansion of the Wal-Mart store at the outset of the site development process and now some five years later, it is being pursued.

The Downtown will continue to be the centre of pedestrian-oriented retail, office, civic, cultural, entertainment and government activities in the City of St. Thomas. It is the strength of and relationships between these activities that builds successful main street areas.

The Elgin Mall contains a Zellers department store, the A & P supermarket and a Galaxy cinema along with other smaller retail and service tenants. Elgin Mall is the only enclosed shopping centre in the community. It will continue to play a unique role in the local commercial structure and meet its planned function following the Wal-Mart expansion.

Based on the small scale of the expansion and the findings of the Morgan Study, it is our opinion that the proposed expansion of the Wal-Mart store meets the Official Plan test as it will not have a deleterious impact on the planned function of the Elgin Mall and Downtown St. Thomas.

6.4.2 Compatibility and Land Use Considerations

The Calloway Development has been in place for over five years and is compatible with its industrial, commercial and residential neighbours.

The original site plan identified and contemplated a possible expansion of the Wal-Mart store. The proposed expansion will not cause any adverse impacts on adjacent properties or on the functioning of the existing shopping centre.

6.4.3 Technical Considerations

Traffic and servicing reports have been completed to analyze the proposed expansion of the Wal-Mart. The findings of these studies indicate that the existing road network and servicing network can accommodate the expansion of the Wal-Mart store.

6.4.4 City of St. Thomas Official Plan and Zoning By-law Conformity

The current Official Plan designation and policies provide for this minor expansion of the Calloway Development and no amendment is required.

The Calloway site is zoned Power Centre Commercial in the City of St. Thomas Zoning By-law No.50-88. The proposed expansion, as part of a department store, is a permitted use on the site. However, there are restrictions on the maximum GLFA permitted for a "power centre", as well as a cap on the maximum GLFA of a department store. Currently, Section 15A.5.8 i) restricts the development to a maximum GLFA of 37,160 sq. m (400,000 sq.ft), and Section 15A.5.8 ii) restricts the maximum GLFA of a department store to 9,755 sq. m (105,000 sq.ft.).

It is proposed that the maximum GLFA for the development in Section 15A.5.8 i) be increased to 42,735 sq.m (460,000 sq. ft.) and the maximum GLFA for the department store in Section 15A.5.8 ii) be increased to 15,515 sq.m. (167,000 sq.ft.).

7.0 PLANNING CONCLUSIONS

Calloway REIT (St. Thomas) Inc. is proposing an expansion of 60,000 s.f. to the existing Wal-Mart store located within the shopping centre located at 1063 Talbot Street in the City of St. Thomas. The expansion will comprise approximately 40,000 s.f. of additional food retail space (net of the existing pantry area) and 20,000 s.f. of non-food retail space. Overall, the shopping centre is planned to increase from its current maximum permitted size of 400,000 s.f. to approximately 460,000 s.f.

The concept plan for the shopping centre in 2000 contemplated a somewhat smaller expansion to the Wal-Mart. The proposed expansion of 60,000 s.f. is a minor change to the inventory of commercial space in the community. The site is designated Power Centre Commercial and no Official Plan Amendment is required. An amendment to the zoning by-law is required to increase the floor area regulations now contained in the by-law.

The proposed expansion has been considered in the recent "Retail Commercial Demand Analysis – Regional Commercial Systems Study" prepared for the City of St. Thomas Official Plan review by Mr. W. Scott Morgan. This study indicates that there is market support for the proposed Wal-Mart expansion and that the expansion will not have a deleterious impact on either Downtown or the Elgin Mall Major Commercial area.

Traffic and servicing reports have been completed and confirm that the expansion can be accommodated by the local road network and the servicing system of the Calloway Development.

A review of the site, surrounding land uses, retail market studies and applicable planning policies has concluded that the proposed expansion is suitable for the site and is in keeping with the land use policies of the St. Thomas Official Plan and the PPS. It is our opinion that the proposed expansion is appropriate and the proposed amendment to the Zoning by-law should be approved.

APPENDIX #2: TRAFFIC STUDY

Calloway REIT (St. Thomas) Inc.

**Calloway REIT (St. Thomas)
Expansion Traffic Study**

St. Thomas, ON

June 2007

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Project # 1291

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TRAFFIC IMPACT STUDY

Proposed Development

Calloway Retail St. Thomas, Inc. ("Calloway") proposes to obtain approval from the City of St. Thomas, Ontario, for the expansion of its existing development, located at 1003 Talbot Street in St. Thomas, Ontario. The existing 45-acre site is generally situated on the northeast corner of the First Avenue / Talbot Street intersection, east of the Tinklen site (east of First Avenue) and adjacent to Talbot Street.

The current zoning for the site allows "as-of-right" the development of up to 400,000 sf of retail / commercial GFA. Calloway is seeking approval for an additional 60,000 sf GFA to expand the Wal-Mart building. There is currently a total of approximately 376,000 sf of commercial / retail space that has been built and leased on the site.

As part of the rezoning, as stipulated in GPA #47, a traffic impact study is required to assess existing and future traffic conditions, including the identification of infrastructure improvements required to accommodate future total traffic conditions and determining the adequacy of on-site circulation of vehicles (automobile, transit and trucks), pedestrians, and parking.

ITRANS Consulting Inc. has been retained to conduct a traffic study in regard to the application by Calloway for rezoning. The traffic study assessed the intersection operations at the internal road intersections to the site for existing, future background (400,000 sf GFA commercial / retail space), and future total (460,000 sf GFA commercial / retail space) traffic to confirm how the internal road intersections on First Avenue / Talbot Street will operate. The parking and pedestrian needs within the site are also assessed. The study parameters were developed in consultation with City of St. Thomas staff.

B. Impact on Level of Service

Summarized in Table A, are the operations of the intersections reviewed for existing, future background, and future total traffic conditions.

The analysis indicates that the road network can accommodate future background traffic plus the proposed expansion. The studied intersections will operate with overall level of service "B" or better.

Table A: Intersection Operations

Intersections	Weekday PM Peak Hour	Saturday Morning Peak Hour
	LOS	LOS
Existing Traffic Conditions		
First Avenue / Redan Street - Primary Access	C	C
Talbot Street / Swiss Chalet - Primary Access	B	B
2014 Background Total Traffic Conditions		
First Avenue / Redan Street - Primary Access	C	C
Talbot Street / Swiss Chalet - Primary Access	B	B
2014 Expansion Scenario Total Traffic Conditions		
First Avenue / Redan Street - Primary Access	C	C
Talbot Street / Swiss Chalet - Primary Access	B	B

LOS = level of service

C. Parking

The current layout of the site, including circulation aisles and parking stalls, provides formalized parking areas in front of, or around, all of the buildings. There is currently an agreement in place to allow customers to park in any of the parking areas, regardless of the store(s) that they are patronizing. This shared parking arrangement is particularly advantageous during peak shopping periods.

The latest concept plan showing the proposed expansion allows for 2,509 parking spaces after expansion. The amount of parking provided exceeds the parking requirements prescribed by the City of St. Thomas and in our opinion, is sufficient.

All of the parking stalls shown on the concept plan either meet or exceed the minimum parking stall dimensions. All parking and circulation aisles have a width of 6.10 m or more, which in our opinion, is sufficient for the on-site traffic circulation.

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1. INTRODUCTION

1.1 Background

Calloway REIT (St. Thomas) Inc. ("Calloway") proposes to obtain approval from the City of St. Thomas to allow for the expansion of its existing retail development, located at 1063 Talbot Street in St. Thomas, Ontario. The existing 48 acre site is generally situated on the northeast corner of the First Avenue / Talbot Street intersection, east of the Timken site (east of First Avenue) and north of Talbot Street, as shown in **Exhibit 1**.

With reference to the concept plan (**Exhibit 2**), the current zoning for the site will allow "as-of-right" the development of up to 400,000 sf of commercial GFA. Calloway is seeking approval for an additional 60,000 sf GFA to expand the Wal-Mart building. There is currently a total of approximately 370,000 sf of commercial / retail space that has been built and leased on the site.

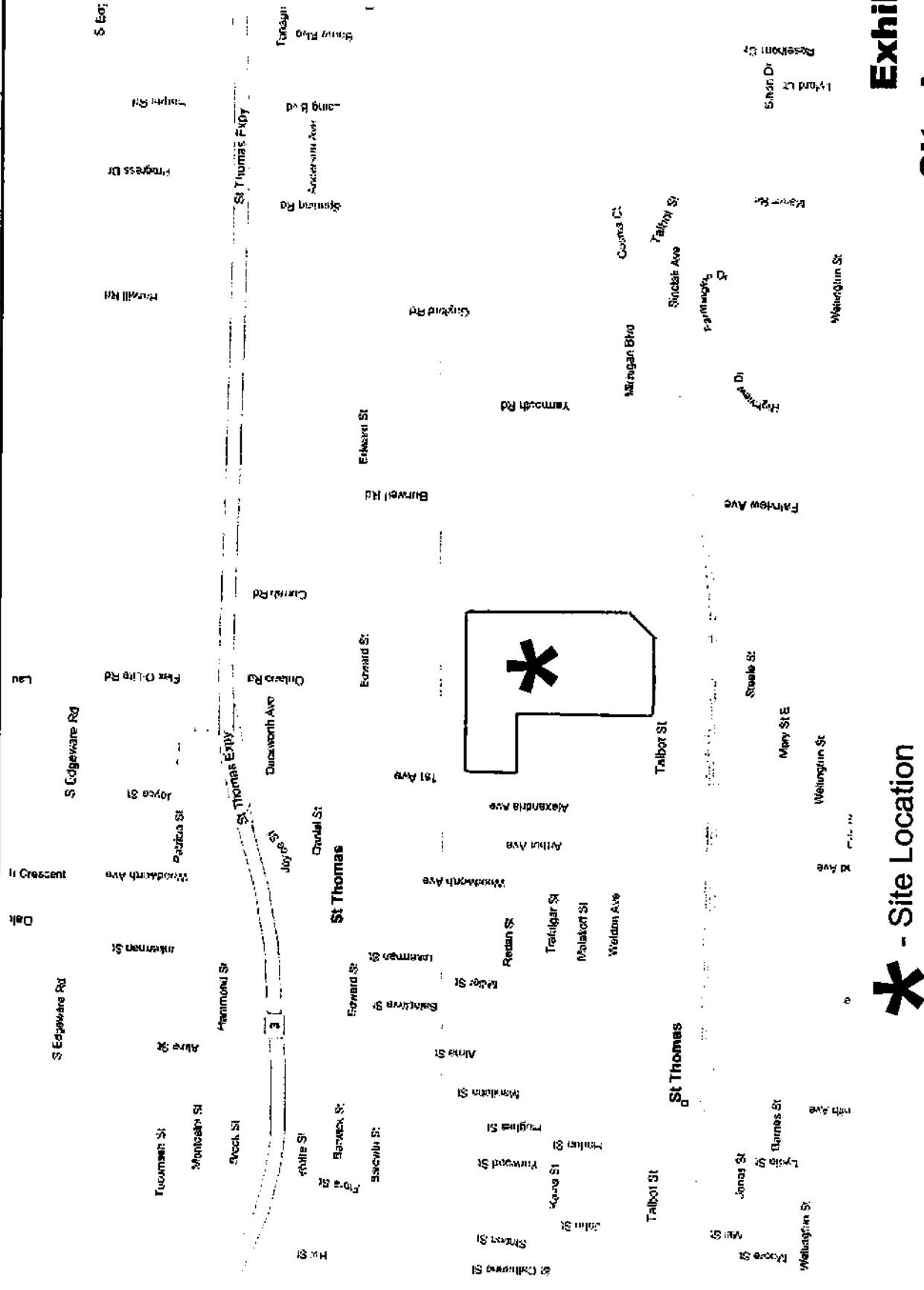
As part of the rezoning, as stipulated in OPA #47, a traffic impact study is required to assess existing and future traffic conditions, including the identification of infrastructure improvements, required to accommodate future total traffic conditions and determining the adequacy of on-site circulation of vehicles (automobile, transit and trucks), pedestrians, and parking.

iTRANS Consulting Inc. ("iTRANS") has been retained to conduct a traffic study in regards to applications by Calloway for the rezoning. The traffic study will include the assessment of intersection operations at the primary access points to the site for existing (370,000 sf GFA commercial / retail space), future background (400,000 sf GFA commercial / retail space), and future total (460,000 sf GFA commercial / retail space) traffic to determine how the internal road intersections on First Avenue / Talbot Street will continue to operate. The parking and pedestrian needs within the site are also assessed.

1.2 Study Assumptions

Retail developments typically have lower traffic volumes during the weekday morning peak hours when compared to other times of the week. The traffic analysis, therefore, focused on the weekday PM and Saturday peak hours.

The overall methodology and scope of work for this study, as summarized below, were developed in consultation with the staff from the City of St. Thomas.



Not To Scale

June 2007

*** - Site Location**

Exhibit 1

Site Location



June 2007

Exhibit 2 Concept Plan

iTRANS
Project #1291

Scenarios	<ul style="list-style-type: none"> Existing traffic conditions 2014 future background traffic conditions (400,000 sf GFA commercial / retail space on the site) 2014 "Expansion" Scenario total traffic condition (460,000 sf GFA commercial / retail space on the site)
Time Periods	<ul style="list-style-type: none"> Weekday PM peak hour Saturday peak hour
Intersections to be Analyzed	<p>The following intersections were analyzed:</p> <ul style="list-style-type: none"> First Avenue / Redan Street – internal road Talbot Street / Swiss Chalet – internal road Internal Road / Timken Driveway – Loblaws gas-bar entrance (Saturday peak hour only)
Concept Plan Assessment	<ul style="list-style-type: none"> Assess the parking, site circulation, and pedestrian needs within the site.

1.3 **Intersection Operations Analysis Methodology**

Intersection operations were assessed for the site driveways and intersections in the study area using the software program Synchro 6, Traffic Signal Coordination Software, version 6, Build 614, which employs methodology from the *Highway Capacity Manual (HCM2000)*, published by the Transportation Research Board National Research Council. Synchro 6 can analyze both signalized and unsignalized intersections in a road corridor or network taking into account the spacing, interaction, queues and operations between intersections.

The signalized intersection analysis considers two separate measures of performance:

- the capacity of the intersection movements, which is based on a volume to capacity ratio; and
- the level of service, which is based on the control delay per vehicle for the various movements through the intersection and overall.

The unsignalized intersection analysis considers two separate measures of performance:

- the capacity of the critical intersection movements, which is based on a volume to capacity ratio; and
- the level of service for the critical movements, which is based on the average control delay per vehicle for the various critical movements within the intersection.

2. **EXISTING CONDITIONS**

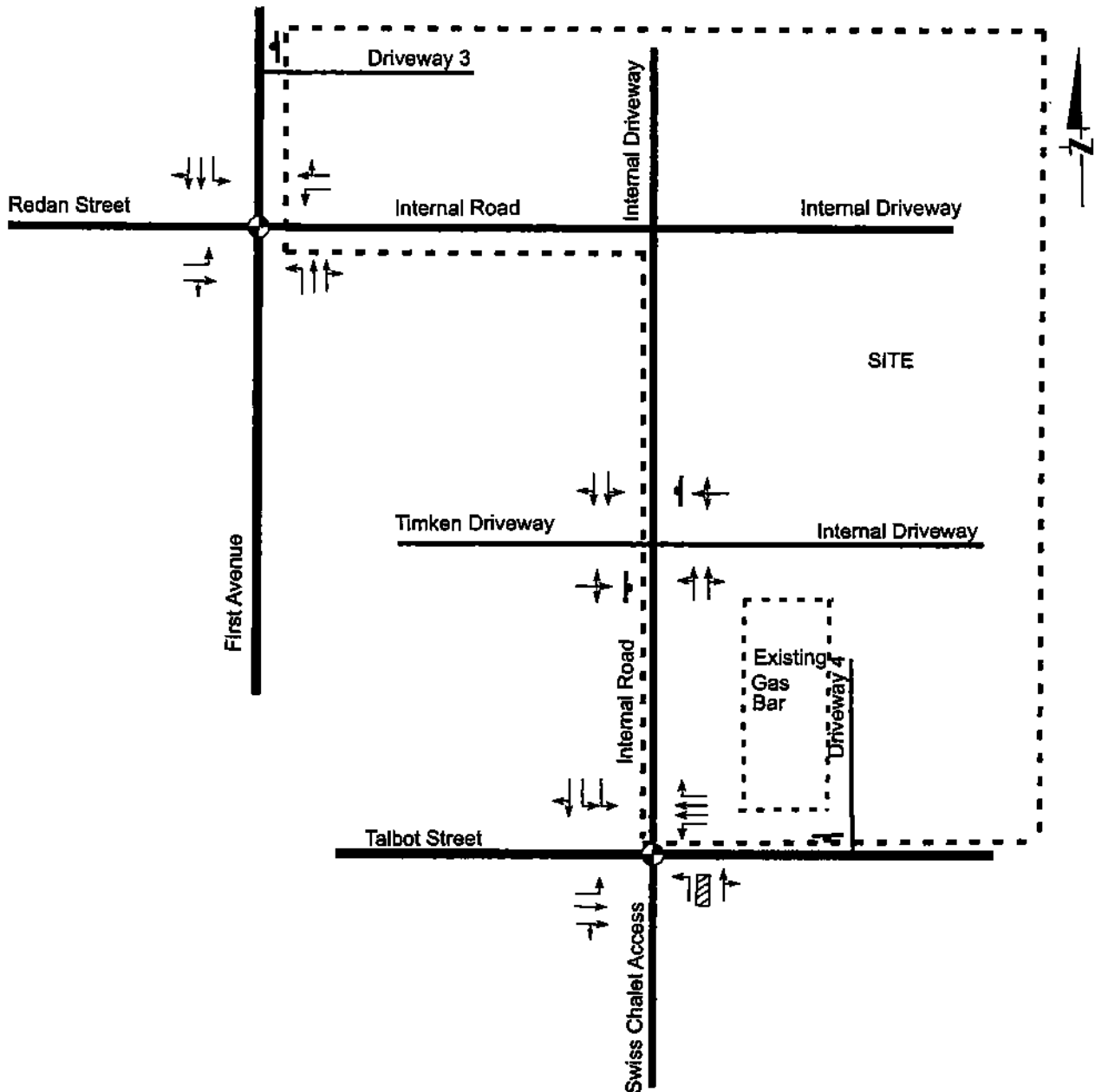
2.1 **Site Area Description**

The subject site is located at 1063 Talbot Street, which is situated just east and north of the Timken building. Based on the approved zoning, the existing 48 acre site currently allows up to 400,000 sf of commercial / retail space. A total of approximately 370,000 sf of commercial / retail space has been built on the site with three anchors: Wal-Mart, Canadian Tire, and Loblaws. Access to the existing site is provided by two full-movement primary driveways under traffic signal control and two right-in / right-out driveways, located on First Avenue / Talbot Street, respectively.

2.2 Road Network

The road network is described below and illustrated in **Exhibit 3**.

First Avenue	<p>First Avenue is a north-south major arterial road with a four lane cross-section. In the northbound direction, from Talbot Street to the north, First Avenue has a posted speed limit of 60 km/h. In the southbound direction, the posted speed limit is 60 km/h from Highway 3 / St. Thomas Expressway to just north of Talbot Street, where the posted speed limit changes from 60 km/h to 50 km/h.</p> <p>Parking is prohibited on both sides of First Avenue.</p>
Talbot Street	<p>Talbot Street is an east-west major arterial. Talbot Street has a four lane cross-section and auxiliary turn lanes at major intersections. The posted speed limit along the frontage of the site is 50 km/h.</p> <p>Parking is prohibited on both sides of Talbot Street within the immediate area of the site.</p>
Redan Street	<p>Redan Street is a two lane east-west minor arterial. Redan Street intersects First Avenue opposite the primary driveway to the site and forms a four-legged intersection that is signalized.</p>



Signalized Intersection

Stop Controlled Intersection

Right Turn

Through

Left Turn

Site Boundary

Exhibit 3

Existing Road Network

Not To Scale
June 2007

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2.3 Existing Traffic Volumes

Weekday PM peak period turning movement counts were obtained by iTRANS from the City of St. Thomas for the First Avenue / Redan Street – internal road intersection and the Talbot Street / Swiss Chalet – internal road intersection. The weekday PM turning movement traffic counts were conducted on Thursday, June 22, 2006 for the First Avenue / Redan Street – internal road intersection, and on Tuesday, June 27, 2006 for the Talbot Street / Swiss Chalet – internal road intersection. To establish 2007 base traffic conditions, the 2006 weekday PM peak hour counts were factored up by 1.5% to account for the estimated annual increase in traffic volumes.

Saturday peak period turning movement counts were obtained by iTRANS on Saturday, March 31, 2007 for the First Avenue / Redan Street – internal road intersection, and the Talbot Street / Swiss Chalet – internal road intersection. A count was also obtained at the internal intersection north of Talbot Street at the Timken driveway on the same day.

The existing peak hour (year 2007) turning movement volumes for the weekday PM peak hour and the Saturday peak hour, are illustrated in **Exhibit 4**.

2.4 Existing Intersection Operations

The intersection operation results for the studied signalized intersections under existing conditions are summarized in **Table 1**. Detailed calculations are provided in **Appendix A**.

Table 1: Intersection Operations – Existing Conditions

Intersections	Weekday PM Peak Hour		Saturday Peak Hour	
	v/c	LOS	v/c	LOS
First Avenue / Redan Street – Internal Road				
Overall		C		C
Eastbound left-turn	0.42	C	0.63	D
Eastbound through and right	0.47	C	0.50	C
Westbound left-turn	0.50	C	0.66	D
Westbound through and right	0.81	D	0.81	D
Northbound left-turn	0.33	B	0.14	B
Northbound through and right	0.51	C	0.52	C
Southbound left-turn	0.69	C	0.71	C
Southbound through and right	0.46	C	0.30	B

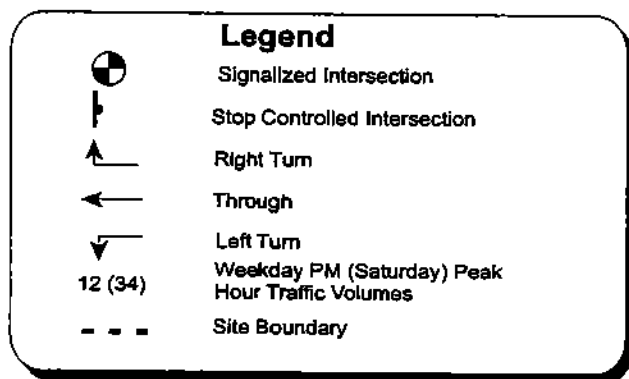
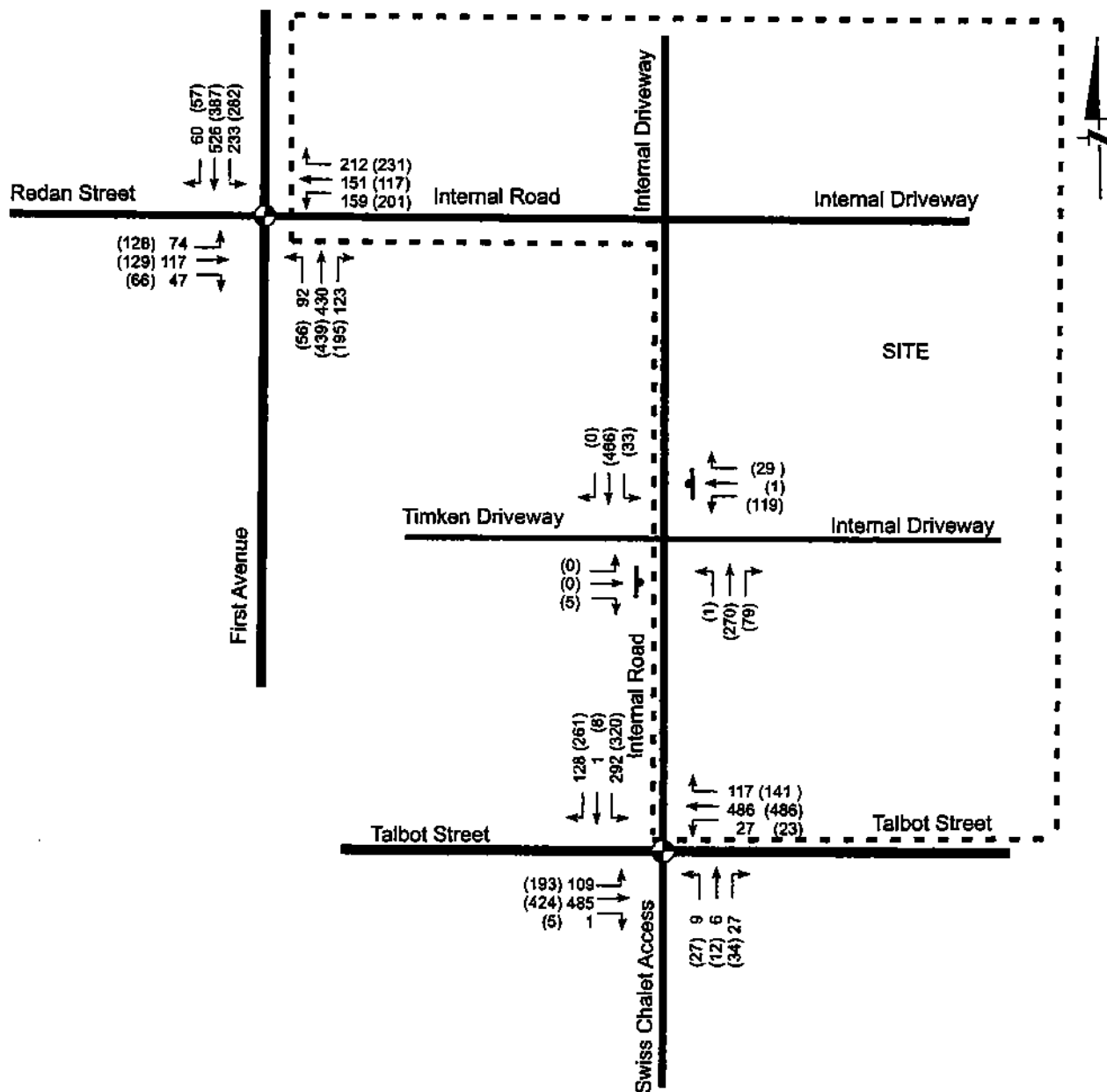


Exhibit 4

Existing Traffic Volumes

Not To Scale
June 2007

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Project # 1291

Table 1: Intersection Operations – Existing Conditions Continued

Intersections	Weekday PM Peak Hour		Saturday Peak Hour	
	v/c	LOS	v/c	LOS
Talbot Street / Swiss Chalet – Internal Road				
Overall		B		B
Eastbound left-turn	0.23	A	0.34	A
Eastbound through and right	0.30	B	0.25	B
Westbound left-turn	0.06	A	0.05	A
Westbound through	0.34	B	0.36	B
Westbound right-turn	0.18	A	0.21	A
Northbound left-turn	0.04	C	0.17	C
Northbound through and right	0.09	B	0.12	B
Southbound left-turn	0.52	C	0.57	C
Southbound through and right	0.30	A	0.50	A

v/c – volume to capacity ratio

LOS – level of service

As summarized in Table 1, the First Avenue / Redan Street – internal road intersection currently operates at an overall level of service ‘C’ during the weekday PM and the Saturday peak hours. The Talbot Street / Swiss Chalet – internal road intersection currently operates at an overall level of service ‘B’ during the weekday PM and the Saturday peak hours. There are no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours, suggest that there is sufficient reserve capacity at both intersections.

2.5 Existing Transit Service

The City of St. Thomas operates four transit routes to service the municipality. All routes begin at the Central Transfer Point (bus lay-by) that is located at the Calloway site. The transit buses operate from Monday to Saturday and run every 30 minutes. Transfers between routes are free.

Para-Transit service is also provided to/from the Calloway site on a demand basis. iTRANS contacted the Para-Transit service to find out the frequency of transit trips to/from the site. A summary of this service was not readily available; although, it was confirmed that there are a number of Para-Transit trips to/from the Calloway site. Para-Transit can load and unload passengers along the store fronts, if required. It is our opinion that handicap pedestrian customers that require transit service can easily access the site by using Para-Transit buses.

3. 2014 BACKGROUND CONDITIONS

3.1 Background Traffic Volumes

The proposed expansion is expected to be completed by 2009. Therefore, the 2014 horizon year was selected for this analysis, as it represented a five year timeframe beyond the completion of the proposed expansion.

The 2014 background traffic volumes consist of two components:

- Anticipated growth in background traffic volumes; and
- Additional site traffic based on the as-of-right zoning for up to 400,000 sf GFA.

An annual growth rate of 1.5% was applied to the existing 2007 weekday PM and Saturday peak hour traffic volumes to account for the anticipated growth in background traffic volumes. This growth rate was obtained from the City of St. Thomas and is consistent with the growth rate utilized in the City's *2007 Traffic Operations Review*, prepared by Delcan for the City. An assessment of historical traffic volumes suggests that a 1.5% per annum growth rate will provide a conservative estimate of the expected growth in area traffic volumes over the next seven years to 2014.

To account for the additional site traffic based on the as-of-right zoning, the same methodology, as discussed in Section 4.2 and 4.3, was used. As previously stated, the current zoning for the site will allow “as-of-right” the development of up to 400,000 sf of retail / commercial GFA. There is currently a total of approximately 370,000 sf of commercial / retail space that has been built and leased on the site. The resulting additional trip generation under future background conditions is identified in Table 2 and details are shown in Table 3.

Table 2: Gross Trip Calculations (as-of-right)

Gross Floor Area (1000 sf)	Gross Trips	
	PM Peak Hour	Saturday Peak Hour
370	1485	2026
400	1563	2131
Difference	78	105

Table 3: Trip Generation Details (as-of-right)

Trip Generation (vehicles per hour)	Weekday PM Peak Hour Trips	Saturday Peak Hour Trips
Gross Trips		
Inbound	37	54
Outbound	41	51
Total Gross Trips	78	105
Pass-by Trips		
Pass-by Percentage	25%	25%
Inbound	9	14
Outbound	10	13
Total Pass-by Trips	19	27
New Site Trips		
Inbound	28	40
Outbound	31	38
Total New Site Trips	59	78

The 2014 future background traffic volumes were obtained by summing up the growth in background traffic and the as-of-right trip generation. 2014 future background traffic volumes are shown in Exhibit 5.

3.2 Future Background Intersection Operations

The assessment of 2014 future background traffic intersection operations are summarized in Table 4, while detailed calculations are provided in Appendix B.

Table 4: Intersection Operations – 2014 Future Background Traffic

Intersections	Weekday PM Peak Hour		Saturday Peak Hour	
	v/c	LOS	v/c	LOS
First Avenue / Redan Street – Internal Road				
Overall		C		C
Eastbound left-turn	0.48	C	0.71	D
Eastbound through and right	0.49	C	0.50	C
Westbound left-turn	0.53	C	0.71	D
Westbound through and right	0.83	D	0.83	D
Northbound left-turn	0.39	B	0.16	B
Northbound through and right	0.58	C	0.58	C
Southbound left-turn	0.74	C	0.77	C
Southbound through and right	0.51	C	0.33	B

Table 4: Intersection Operations – 2014 Future Background Traffic Continued

Intersections	Weekday PM Peak Hour		Saturday Peak Hour	
	v/c	LOS	v/c	v/c
Talbot Street / Swiss Chalet – Internal Road				
Overall		B		B
Eastbound left-turn	0.25	A	0.37	A
Eastbound through and right	0.33	B	0.27	B
Westbound left-turn	0.06	A	0.05	A
Westbound through	0.38	B	0.40	B
Westbound right-turn	0.18	A	0.22	A
Northbound left-turn	0.04	C	0.19	C
Northbound through and right	0.09	B	0.12	B
Southbound left-turn	0.53	C	0.60	C
Southbound through and right	0.30	A	0.52	A

v/c – volume to capacity ratio

LOS – level of service

Under the 2014 future background traffic conditions, the First Avenue / Redan Street – internal road intersection is expected to operate at an overall level of service ‘C’ during both the weekday PM peak hour and the Saturday peak hour, with no turning movements approaching capacity. The Talbot Street / Swiss Chalet – internal road intersection is expected to operate at an overall level of service ‘B’ during both the weekday PM peak hour and the Saturday midday peak hour. There will be no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours, suggest that both intersections will have sufficient reserve capacity in 2014.

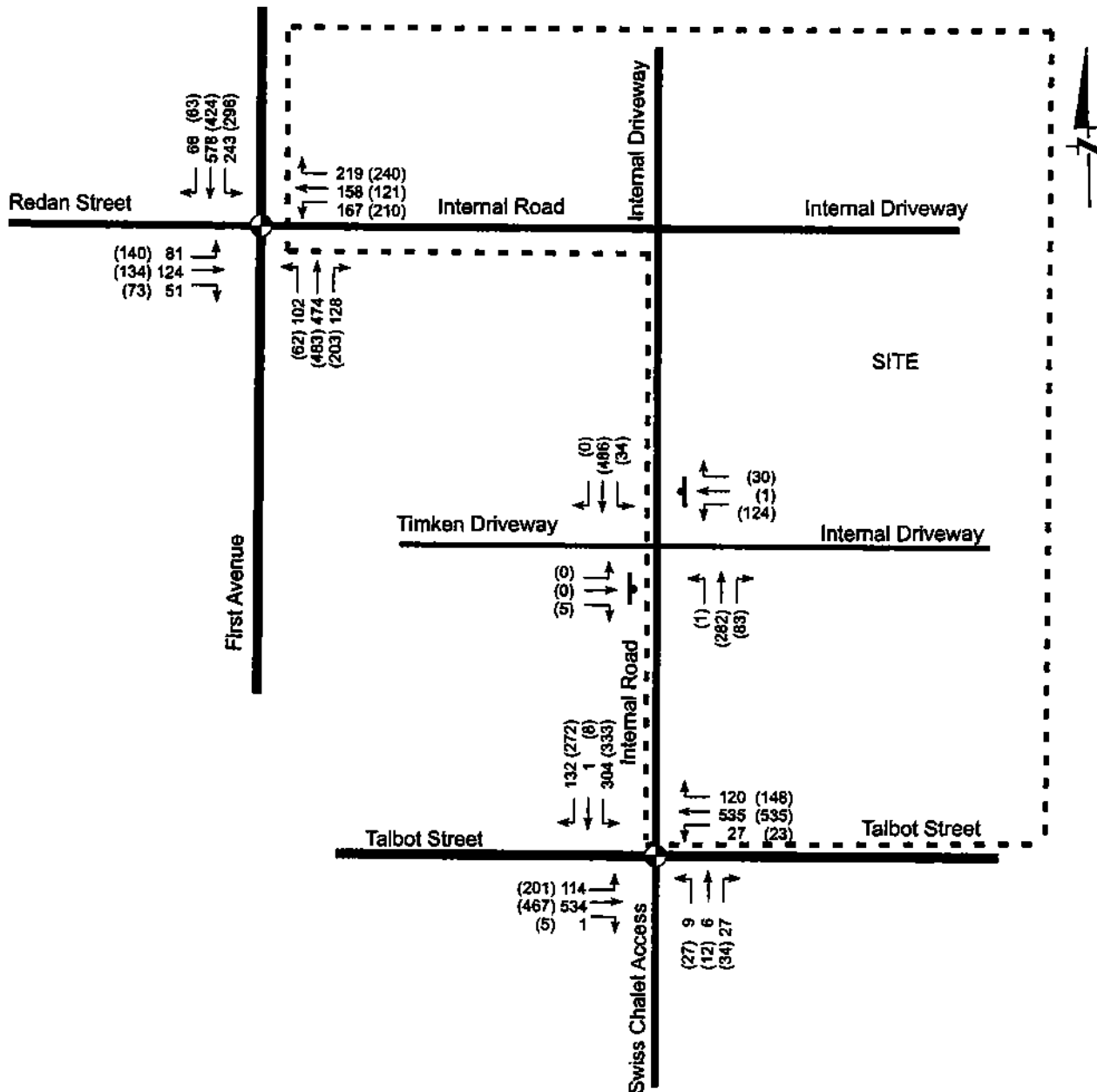


Exhibit 5

2014 Future Background Total Traffic

Not To Scale
June 2007

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Project # 1291

4. PROPOSED DEVELOPMENT

4.1 Description of Project

As previously stated, the current zoning for the site will allow “as-of-right” the development of up to 400,000 sf of retail / commercial GFA. Calloway is seeking approval for an additional 60,000 sf GFA to expand the Wal-Mart store.

There are no additional access points or modifications to existing access points being proposed for the Calloway expansion plan. Access would be provided via the existing two full-movement driveways from First Avenue / Talbot Street, respectively, and the two right-in / right-out driveways on First Avenue / Talbot Street. A total of 2,509 parking spaces will also be provided on-site. The site concept plan is illustrated in **Exhibit 2**.

The current layout of the site, including circulation aisles and parking stalls, provides formalized parking areas in front of, or around, all of the buildings. There is currently an agreement in place to allow customers to park in any of the parking areas, regardless of the store(s) that they are patronizing. This shared parking arrangement is particularly advantageous during peak shopping periods.

4.2 Trip Generation

The estimate of trip generation for the expansion was calculated based on assumption that the site will host an additional 60,000 sf, for a total of 460,000 sf GFA.

The trip generation for the proposed development was calculated based on information in the Institute of Transportation Engineers publication, *Trip Generation 7th Edition*, utilizing Land Use Code 820 Shopping Centre. The fitted curve equation was used to determine the expected amount of additional site traffic that would be generated. The additional site traffic was determined by calculating the trip generation of the “as-of-right” 400,000 sf, and the expansion at 460,000 sf, and then subtracting the difference between each level of development to determine the net increase in site generated traffic.

A retail development has three types of trips: new trips, pass-by trips, and interaction trips.

New, or net trips as we call them, are additional traffic added to the road network. The primary purpose of the trip is to visit the development. For example, the customer would leave home, travel to the development, and return home. Therefore, his or her primary trip was to visit the development.

Pass-by trips are trips attracted to new commercial / retail developments that are already part of the background traffic volumes, commonly referred to as “pass-by traffic”. These trips are already on the road network passing the site. For example, a person leaves work, stops by the development on his way home, and then continues home after shopping. They do not add any additional trips to the road network, but just result in adjustments of traffic at the driveway. Pass-by rates were derived based upon our experience and information published in *Trip Generation Handbook, 2nd Edition*, by ITE. Pass-by rates for a shopping centre may be up to 30% of gross trips during the weekday PM peak hour and may be up to 33% during the Saturday peak hour. Pass-by percentages of 25% for weekday PM and 25% for Saturday peak periods, are used in this study. Pass-by traffic is assigned from First Avenue, Talbot Street, and Redan Street.

Interaction trips are trips that stop between adjacent retail facilities. There can be two types: internal and external interaction. Using a trip generation rate for the centre as a whole, rather than for different rates for each use, captures the internal interaction. External interaction would occur for trips going to other adjacent retail developments. Though there will likely be interaction trips between the Calloway Development and other commercial / retail sites in the area, such as the Cannon Development and other developments on Talbot Street, we have not accounted for external interaction trips in this study. To this extent, the fact that the external interaction trips have not been accounted makes the findings of this report more conservative.

The resulting trip generation for the proposed expansion is identified in **Table 5** and details are shown in **Table 6**.

Table 5: Gross Trip Calculations (expansion)

Gross Floor Area (1000 sf)	Gross Trips	
	PM Peak Hour	Saturday Peak Hour
400	1563	2131
460	1714	2334
Difference	151	203

Table 6: Trip Generation Details (expansion)

Trip Generation (vehicles per hour)	Weekday PM Peak Hour Trips	Saturday Peak Hour Trips
Gross Trips		
Inbound	72	106
Outbound	79	97
Total Gross Trips	151	203
Pass-by Trips		
Pass-by Percentage	25%	25%
Inbound	18	27
Outbound	20	24
Total Pass-by Trips	38	51
New Site Trips		
Inbound	54	79
Outbound	59	73
Total New Site Trips	113	152

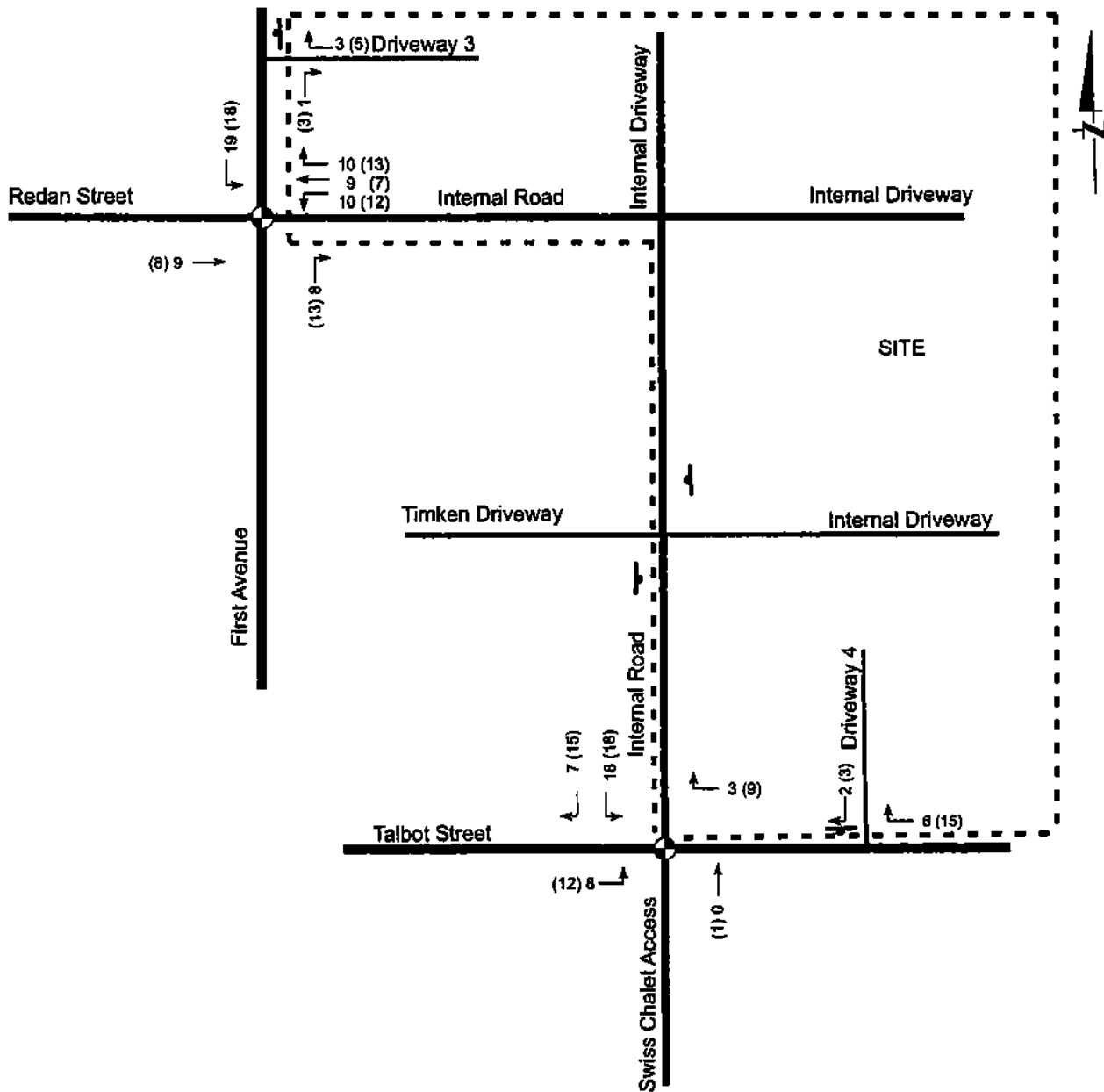
4.3 Trip Distribution and Traffic Assignment

The distribution and assignment of new trips generated by the proposed expansion were based on observed access traffic patterns obtained from the weekday PM and Saturday peak hour traffic movement counts. Table 7 summarizes the trip distribution proposed for the additional site related traffic.

Table 7: Trip Distribution (percentage of total trips)

Time Period	Direction	Via	To	From
Weekday PM Peak Hour	South	First Avenue Swiss Chalet	17%	15%
	North	First Avenue	22%	33%
	East	Talbot Street	31%	18%
	West	Talbot Street	14%	16%
		Redan Street	16%	17%
	Total		100%	100%
Saturday Peak Hour	South	First Avenue Swiss Chalet	16%	20%
			1%	1%
	North	First Avenue	24%	23%
	East	Talbot Street	25%	30%
	West	Talbot Street	25%	16%
		Redan Street	9%	10%
	Total		100%	100%

Based on the trip distribution above, the trips generated by the development were assigned to the roadway network. The expansion site generated traffic volumes assigned to the road network are shown in Exhibit 6 and the expansion pass-by traffic volumes are illustrated in Exhibit 7. Pass-by traffic was distributed following the same pattern as existing traffic on the adjacent road network.



Signalized Intersection

Stop Controlled Intersection

Right Turn

Through

Left Turn

12 (34)

Weekday PM (Saturday) Peak Hour Traffic Volumes

Site Boundary

Legend

Exhibit 6

Expansion Site Generated Net Traffic

Not To Scale
June 2007

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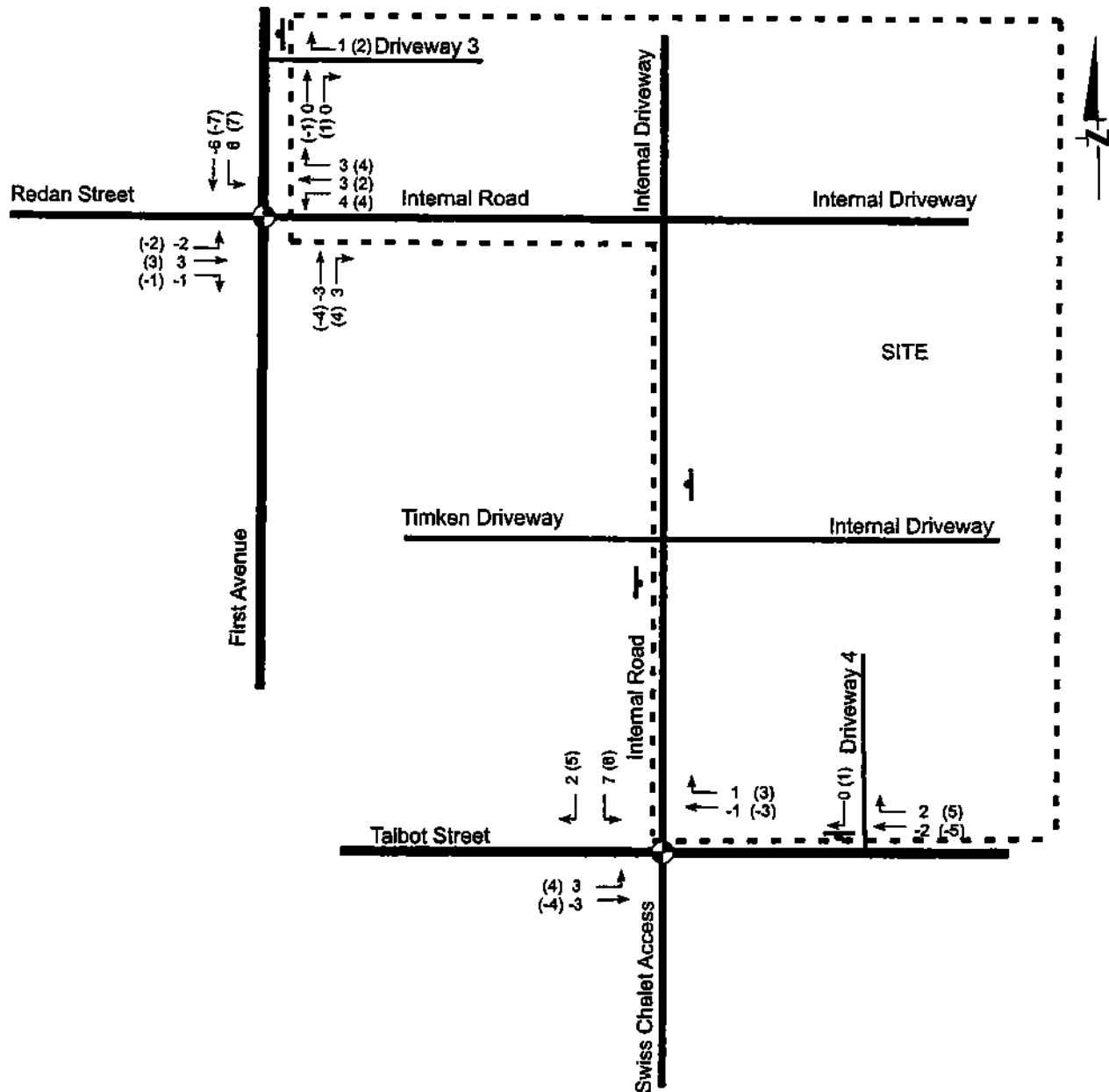


Exhibit 7

Expansion Pass-by Traffic Volumes

Not To Scale

June 2007

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5. 2014 FUTURE TOTAL CONDITIONS

5.1 2014 Total Traffic

2014 future total traffic volumes (Exhibit 8) were determined by summing the 2014 future background traffic, the proposed expansion site generated traffic, and expansion pass-by traffic.

5.2 Intersection Operations

Signalized intersection operations analyses for 2014 future total traffic conditions were undertaken for the expansion, with the results summarized in Table 8, respectively. Detailed calculations are provided in Appendix C.

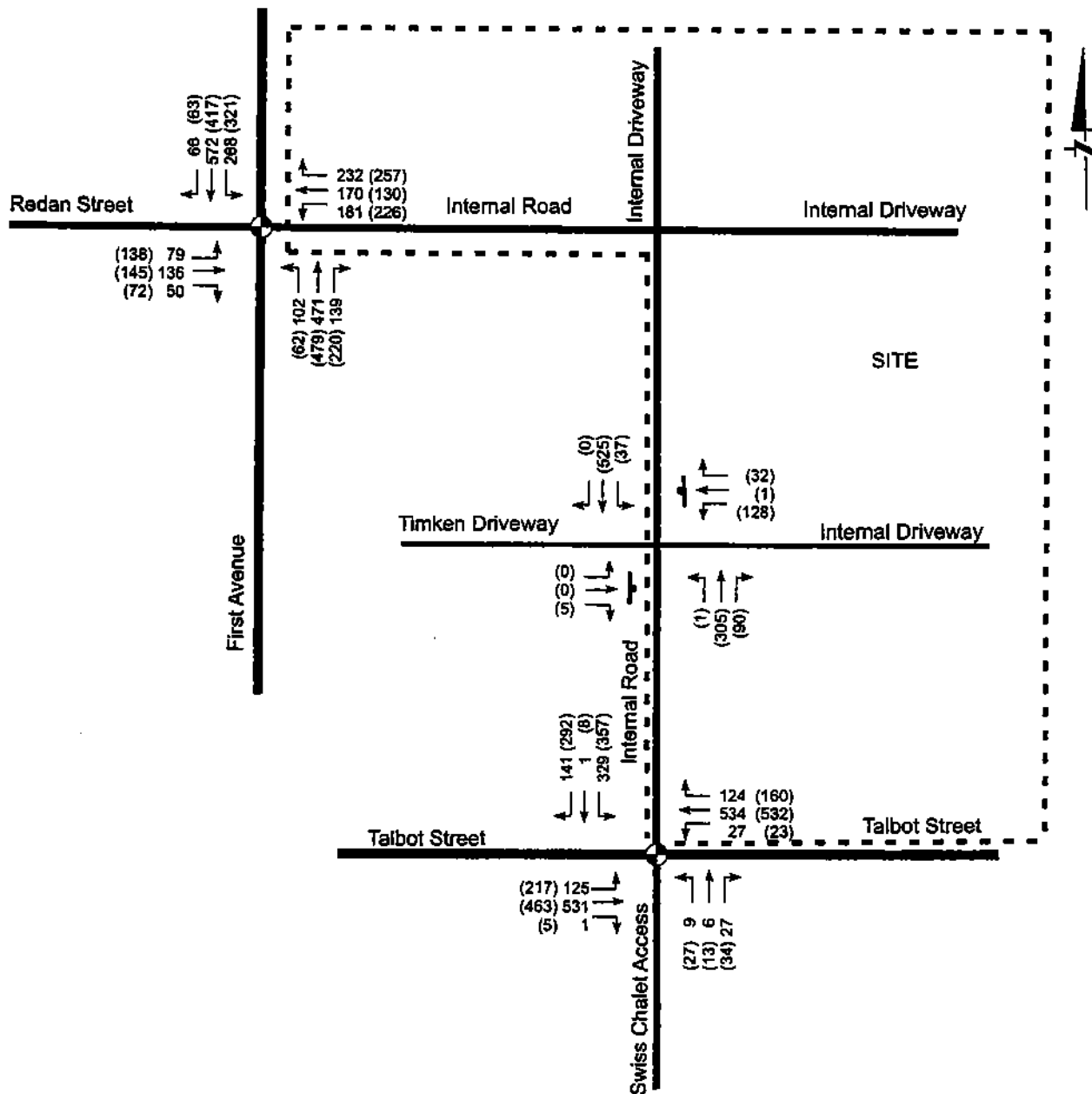
Table 8: Intersection Operations – 2014 Future Total Traffic (expansion scenario)

Intersections	Weekday PM Peak Hour		Saturday Peak Hour	
	v/c	LOS	v/c	LOS
First Avenue / Redan Street – Internal Road				
Overall		C		C
Eastbound left-turn	0.49	C	0.72	D
Eastbound through and right	0.49	C	0.54	C
Westbound left-turn	0.58	C	0.73	D
Westbound through and right	0.87	D	0.85	D
Northbound left-turn	0.41	B	0.16	B
Northbound through and right	0.58	C	0.60	C
Southbound left-turn	0.86	D	0.86	D
Southbound through and right	0.51	C	0.33	B
Talbot Street / Swiss Chalet – Internal Road				
Overall		B		B
Eastbound left-turn	0.26	A	0.39	A
Eastbound through and right	0.32	B	0.27	B
Westbound left-turn	0.06	A	0.05	A
Westbound through	0.40	B	0.40	B
Westbound right-turn	0.20	A	0.24	A
Northbound left-turn	0.04	C	0.21	C
Northbound through and right	0.09	B	0.13	B
Southbound left-turn	0.60	C	0.64	D
Southbound through and right	0.32	A	0.54	A

v/c – volume to capacity ratio

LOS – level of service

Under the 2014 Expansion total traffic conditions, the First Avenue / Redan Street – internal road intersection is expected to operate at an overall level of service ‘C’ during both the weekday PM peak hour and the Saturday peak hour, with no turning movements approaching capacity. The Talbot Street / Swiss Chalet – internal road intersection is expected to operate at an overall level of service ‘B’ during both the weekday PM peak hour and the Saturday peak hour. There will be no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours suggest that both intersections will have sufficient reserve capacity in 2014, with the additional 60,000 sf Wal-Mart expansion being proposed.



Signalized Intersection

Stop Controlled Intersection

Right Turn

Through

Left Turn

12 (34)

Weekday PM (Saturday) Peak
Hour Traffic Volumes

- - -

Site Boundary

Legend

Exhibit 8

Expansion 2014 Total Traffic

Not To Scale

June 2007

iTRANS
Project # 1291

5.3 Queue Reach Assessment

The queue reach at First Avenue / Redan Street – internal road intersection and the Talbot Street / Swiss Chalet – internal road intersection was assessed to determine if there are any operational problems or impacts to upstream / downstream major intersections.

The Synchro analyses provide the queue lengths based on the traffic demand. The 2014 expansion scenario total traffic condition was used for the purpose of the queue reach assessment, as it represented the longest queues (worst case scenario). The 2014 expansion total traffic condition queue lengths are summarized in Table 9.

Table 9: Intersection Queue Length Summary – 2014 Future Total Traffic (expansion scenario)

Intersections	Existing Storage Length (m)	95th Percentile Queue Length (m)	
		Weekday PM Hour	Saturday Midday Peak Hour
First Avenue / Redan Street – Internal Road			
Eastbound left-turn	45	21	41
Eastbound through and right	>60	53	58
Westbound left-turn	130	45	59
Westbound through and right	206	130	108
Northbound left-turn	127	22	12
Northbound through and right	>233	74	75
Southbound left-turn	140	76	83
Southbound through and right	>128	74	45
Talbot Street / Swiss Chalet – Internal Road			
Eastbound left-turn	80	15	25
Eastbound through and right	>108	49	41
Westbound left-turn	80	5	4
Westbound through	>168	51	51
Westbound right-turn	72	10	12
Northbound left-turn	>15	5	12
Northbound through and right	>15	8	11
Southbound left-turn	75	43	46
Southbound through and right	75	15	22

v/c – volume to capacity ratio

LOS – level of service

Based on the above analyses, all existing storage lane lengths supplied are longer than the 95th percentile queue projected demands. There will be no queue issues for the studied intersections within the 2014 study period.

5.4 Intersection of Internal Road and Timken – Wal-Mart Driveway Review

Loblaws and Calloway cost shared the installation of the existing speed humps on the internal road north of the Timken driveway to minimize the potential for speeding. The intent of the speed humps is to reduce the speed of traffic through the site, as well as encourage the creation of gaps to aid in the ingress / egress for truck traffic from the Timken driveway. If needed, another speed hump could be placed further north.

The internal road / Timken – internal driveway intersection was reviewed to assess the operations under the existing and 2014 total traffic conditions, based on the methodology prescribed in Section 1.3.

The assessment of the Timken driveway was also undertaken to determine if there would be any need to modify the existing STOP control at the intersection. Currently, the Timken driveway and internal drive aisle are under STOP control, while northbound and southbound traffic have the right-of-way.

The operations at the Timken driveway are summarized in **Table 10**. The detail analyses are provided in **Appendix D**.

Table 10: Unsignalized Intersection Operations

Intersections	Saturday Peak Hour	
	v/c	LOS
Existing Traffic Condition		
Internal Road and Timken – Loblaws gas-bar		
Eastbound left, through and right	0.01	A
Westbound left, through and right	0.42	C
Northbound left, through and right	0.13	A
Southbound left, through and right	0.15	A
2014 Future Background Traffic Condition		
Internal Road and Timken – Loblaws gas-bar		
Eastbound left, through and right	0.01	A
Westbound left, through and right	0.45	C
Northbound left, through and right	0.14	A
Southbound left, through and right	0.15	A
2014 Expansion Scenario Traffic Condition		
Internal Road and Timken – Loblaws gas-bar		
Eastbound left, through and right	0.01	B
Westbound left, through and right	0.51	D
Northbound left, through and right	0.15	A
Southbound left, through and right	0.16	A

v/c – volume to capacity ratio

LOS – level of service

The critical movement at the internal road / Timken – Loblaws gas-bar intersection is operating at a level of service 'D' or better under all traffic conditions. The STOP control is sufficient for all scenarios and no modification is required.

5.5 Parking Assessment

The existing site provides 2,532 parking spaces, which exceeds the Zoning By-law requirement of 2040 parking spaces. The parking spaces are situated throughout the site. The current layout of the site, including circulation aisles and parking stalls, provides formalized parking areas in front of, or around, all of the buildings. There is currently an agreement in place to allow customers to park in any of the parking areas, regardless of the store(s) that they are patronizing. This shared parking arrangement is particularly advantageous during peak shopping periods.

The latest concept plan showing the proposed expansion allows for 2,509 parking spaces. The parking details are shown in **Exhibit 2**. The City of St. Thomas requires that the parking supply should meet or exceed the Zoning By-law requirements of 5.5 spaces / 100 m². Based on the Zoning By-law requirement, a total of 2,350 parking spaces are required to support the expansion. The amount of parking provided exceeds the parking requirements prescribed by the City of St. Thomas and is at a ratio of 5.87 spaces/100 m². In our opinion, the parking supply is more than sufficient.

The City of St. Thomas requires a minimum parking stall size of 5.5 m in length by 2.75 m in width. All of the parking stalls shown on the concept plan either meet or exceed the minimum parking stall dimensions. All parking and circulation aisles have a width of 6.10 m or more, which in our opinion is sufficient for the on-site traffic circulation.

5.6 Pedestrian Facility Assessment

In response to comments received from the City of St. Thomas, Calloway has previously made sidewalk improvements to enhance pedestrian access in the north-easterly area of the site and serves as a connection between the bus lay-by and both Wal-Mart and Loblaws, rather than an individual store.

As part of the expansion, Calloway is proposing to make further improvements by providing an additional pedestrian connection in the south-easterly area of the site, between the bus lay-by and Wal-Mart / Marks Work Warehouse. The proposed sidewalk is shown in **Exhibit 2**.

Sidewalks and wheelchair ramps are provided throughout the site to enhance pedestrian safety and to provide good connectivity between the buildings. There are no additional pedestrian improvements required for the proposed expansion.

5.7 Circulation Review

A review of the existing circulation system throughout the site was undertaken on March 20, 2007. The following improvements should be considered:

- All-way sign tabs (Ra-1t) should be installed at all locations where all-way STOP controls exist throughout the site. This will provide positive guidance to approaching drivers that the intersection is operating under all-way STOP control and that all approaching vehicular traffic must stop;
- The existing "Speed Bump Ahead" signs should be replaced with the standard hump sign (Wa-74); and
- The existing speed humps are faded and should be repainted as per standard practice for speed humps.

6. CONCLUSIONS

Calloway proposes to increase the amount of commercial / retail space on the site located at 1063 Talbot Street. 400,000 sf is permitted and, an additional 60,000 sf Wal-Mart expansion is proposed. Driveway access would remain as per existing conditions.

Under the existing conditions, the First Avenue / Redan Street – internal road intersection, and the Talbot Street / Swiss Chalet – Internal Road intersection operate at an overall level of service 'C' and 'B', respectively, during the weekday PM and Saturday peak hours. There are no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours, suggest that there is sufficient reserve capacity at both intersections.

Under the 2014 future background traffic conditions, the First Avenue / Redan Street – Internal Road intersection is expected to operate at an overall level of service 'C' during both the weekday PM peak hour and the Saturday peak hour, with no turning movements approaching capacity. The Talbot Street / Swiss Chalet – Internal Road intersection is expected to operate at an overall level of service 'B' during both the weekday PM peak hour and the Saturday peak hour. There will be no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours suggest, that both intersections will still have reserve capacity in 2014.

Under the 2014 expansion total traffic conditions, the First Avenue / Redan Street – internal road intersection is expected to operate at an overall level of service 'C' during both the weekday PM peak hour and the Saturday peak hour, with no turning movements approaching capacity. The Talbot Street / Swiss Chalet – internal road intersection is expected to operate at an overall level of service 'B' during both the weekday PM peak hour and the Saturday peak hour. There will be no turning movements approaching capacity. The volume to capacity ratios during the respective peak hours, suggest that both intersections will have sufficient reserve capacity in 2014, with the additional 60,000 sf Wal-Mart expansion being proposed.

Based on the queuing analyses, all existing storage lane lengths exceed the queue reach demands. There are no queue issues for the studied intersections within the study period. No improvements are required to the road system to accommodate the development.

The critical movement at the Internal Road / Timken – Loblaws gas-bar intersection is operating at a level of service 'D' or better under all traffic conditions. The STOP control is sufficient for all scenarios and no modification is required. The speed humps were previously implemented to reduce speeds on the internal road. An additional speed hump to the north could be considered if speeding is perceived to continue.

The amount of parking provided well exceeds the parking requirements prescribed by the City of St. Thomas. In our opinion, the parking supply will be sufficient. All of the parking stalls shown on the concept plan either meet or exceed the minimum parking stall dimensions

of 2.75 m by 5.5 m. All parking and circulation aisles of 6.1 m or more are sufficient for the on-site traffic circulation.

As part of the Wal-Mart expansion, Calloway is proposing to make further pedestrian improvements by providing an additional sidewalk connection in the south-easterly area of the site, between the bus lay-by and Wal-Mart / Marks Work Warehouse. The site is well served by pedestrian linkages through the site. There are no additional pedestrian improvements required at this time.

The City of St. Thomas operates four transit routes to service the municipality. All routes begin at the Central Transfer Point (bus lay-by) that is located at the Calloway site. The transit buses operate from Monday to Saturday and run every 30 minutes. Transfers between routes are free.

Para-Transit service is also provided to/from the Calloway site on a demand basis. iTRANS contacted the Para-Transit service to find out the frequency of transit trips to/from the site. A summary of this service was not readily available; although, it was confirmed that there are a number of Para-Transit trips to/from the Calloway site. Para-Transit can load and unload passengers along the store fronts, if required. It is our opinion that handicap pedestrian customers that require transit service can easily access the site by using Para-Transit buses.

Circulation system improvements include:

- All-way sign tabs (Ra-1t) should be installed at all locations where all-way STOP controls exist throughout the site. This will provide positive guidance to approaching drivers that the intersection is operating under all-way STOP control and that all approaching vehicular traffic must stop;
- The existing "Speed Bump Ahead" signs should be replaced with standard "Speed Hump" signs (Wa-74); and
- The existing speed humps are faded and should be repainted, as per standard practice.

Appendix A
2007 Existing Traffic
Intersection Operations



Lane Configurations	↖	↑	↗	↑	↖	↑	↗	↑	↖	↑	↗	↑
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Storage Length (m)	45.0	0.0	130.0	0.0	127.0	0.0	140.0	0.0	140.0	0.0	0.0	0.0
Storage Lanes	1	0	1	0	1	0	1	0	1	0	1	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turning Speed (k/h)	25	15	25	15	25	15	25	15	25	15	25	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99	1.00	0.99	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957		0.912		0.967		0.985				
Flt Protected	0.950		0.950		0.950		0.950		0.950			
Satd. Flow (prot)	1568	1618	0	1524	1525	0	1583	3078	0	1615	3111	0
Flt Permitted	0.271		0.461		0.349		0.271		0.271			
Satd. Flow (perm)	446	1618	0	736	1525	0	581	3078	0	464	3111	0
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)		20		72			42			15		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (k/h)		50		50			60			60		
Link Distance (m)		64.3		119.6			198.7			162.6		
Travel Time (s)		4.6		8.6			11.9			9.8		
Volume (vph)	74	117	47	159	151	212	92	430	123	233	526	60
Confl. Peds. (#/hr)	7		5	5		7	3		10	10		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	0%	6%	1%	0%	2%	1%	1%	0%	2%	2%
Adj. Flow (vph)	83	131	53	179	170	238	103	483	138	262	591	67
Lane Group Flow (vph)	83	184	0	179	408	0	103	621	0	262	658	0
Turn Type	pm+pt		pm+pt		pm+pt		pm+pt		pm+pt			
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	40.0		10.0	40.0	
Total Split (s)	10.0	30.0	0.0	14.0	34.0	0.0	10.0	41.0	0.0	15.0	46.0	0.0
Total Split (%)	10.0%	30.0%	0.0%	14.0%	34.0%	0.0%	10.0%	41.0%	0.0%	15.0%	46.0%	0.0%
Maximum Green (s)	5.0	24.0		9.0	28.0		5.0	35.0		10.0	40.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		12.0			12.0			22.0			22.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	28.7	22.5		36.6	28.8		43.0	37.1		52.2	44.4	
Actuated g/C Ratio	0.29	0.23		0.38	0.30		0.44	0.38		0.54	0.46	
v/c Ratio	0.42	0.47		0.50	0.81		0.33	0.51		0.69	0.46	
Control Delay	26.7	32.2		26.2	40.3		15.8	23.8		24.3	20.4	



Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	32.2	26.2	40.3	15.8	23.8	24.3	20.4	
LOS	C	C	C	D	B	C	C	C	
Approach Delay	30.5		36.0		22.6		21.5		
Approach LOS	C		D		C		C		
Queue Length 50th (m)	10.5	27.6	24.3	63.9	10.3	48.0	29.2	49.5	
Queue Length 95th (m)	20.5	47.8	40.7	111.2	19.1	64.5	47.8	85.3	
Internal Link Dist (m)	40.3		95.6		174.7		138.6		
Turn Bay Length (m)	45.0		130.0		127.0		140.0		
Base Capacity (vph)	198	435	360	518	314	1207	381	1435	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	0.42	0.50	0.79	0.33	0.51	0.69	0.46	

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 96.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization: 84.5%

ICU Level of Service: E

Analysis Period (min): 15

95th percentile volume exceeds capacity, queue may be longer.

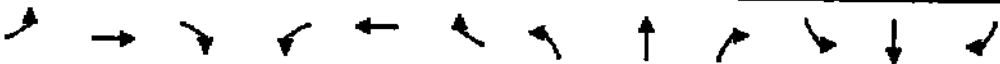
Queue shown is maximum after two cycles.

Splits and Phases: 1: Redan Street & First Avenue





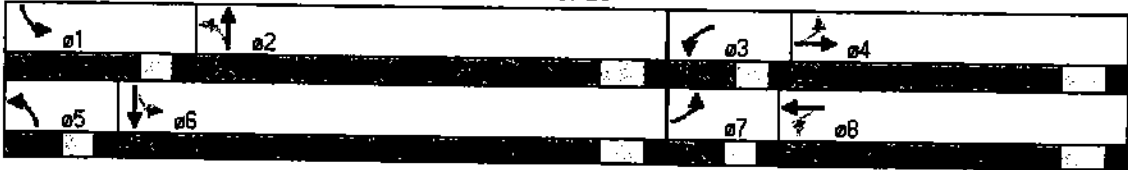
Lane Configurations	↰	↑	↰	↑	↰	↑	↰	↑	↰	↑	↰	↑
Ideal Flow (vph)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Storage Length (m)	45.0	0.0	130.0	0.0	127.0	0.0	140.0	0.0	140.0	0.0	140.0	0.0
Storage Lanes	1	0	1	0	1	0	1	0	1	0	1	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turning Speed (k/h)	25	15	25	15	25	15	25	15	25	15	25	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.900		0.954		0.981					
Flt Protected	0.950		0.950		0.950		0.950		0.950		0.950	
Satd. Flow (prot)	1599	1595	0	1568	1482	0	1615	3069	0	1599	3116	0
Flt Permitted	0.276		0.488		0.491		0.266		0.266		0.266	
Satd. Flow (perm)	463	1595	0	804	1482	0	833	3069	0	448	3116	0
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)		25		98		81		21		21		21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (k/h)	50		50		60		60		60		60	
Link Distance (m)	64.3		119.6		198.7		162.6		162.6		162.6	
Travel Time (s)	4.6		8.6		11.9		9.8		9.8		9.8	
Volume (vph)	128	129	66	201	117	231	56	439	195	282	387	57
Confl. Peds. (#/hr)	5		2	2		5	3		1	1		3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	2%	3%	2%	2%	0%	0%	0%	1%	1%	4%
Adj. Flow (vph)	131	132	67	205	119	236	57	448	199	288	395	58
Lane Group Flow (vph)	131	199	0	205	355	0	57	647	0	288	453	0
Turn Type	pm+pt		pm+pt		pm+pt		pm+pt		pm+pt		pm+pt	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	40.0		10.0	40.0	
Total Split (s)	10.0	30.0	0.0	11.0	31.0	0.0	10.0	42.0	0.0	17.0	49.0	0.0
Total Split (%)	10.0%	30.0%	0.0%	11.0%	31.0%	0.0%	10.0%	42.0%	0.0%	17.0%	49.0%	0.0%
Maximum Green (s)	5.0	24.0		6.0	25.0		5.0	36.0		12.0	43.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead/Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		12.0			12.0			22.0			22.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	28.9	22.9		30.9	28.9		44.0	38.1		55.0	47.2	
Actuated g/C Ratio	0.30	0.24		0.32	0.25		0.44	0.39		0.57	0.49	
v/c Ratio	0.63	0.50		0.66	0.81		0.14	0.52		0.71	0.30	
Control Delay	38.0	32.5		36.2	39.9		11.9	21.6		22.9	16.1	



Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	32.5	36.2	39.9	11.9	21.6	22.9	16.1	
LOS	D	C	D	D	B	C	C	B	
Approach Delay		34.7		38.5		20.8		18.7	
Approach LOS		C		D		C		B	
Queue Length 50th (m)	18.1	29.7	29.9	48.6	5.1	46.2	30.4	28.8	
Queue Length 95th (m)	#33.2	51.7	49.2	#91.5	11.1	63.9	#51.5	40.6	
Internal Link Dist (m)		40.3		95.6		174.7		138.6	
Turn Bay Length (m)	45.0		130.0		127.0		140.0		
Base Capacity (vph)	208	434	312	472	418	1255	408	1528	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	0.46	0.66	0.75	0.14	0.52	0.71	0.30	












Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 96.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 26.4
Intersection LOS: C
Intersection Capacity Utilization 90.1%
ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Redan Street & First Avenue





Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Storage Length (m)	80.0	0.0	80.0	0.0	72.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0
Storage Lanes	1	0	1	0	1	1	0	0	1	0	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turning Speed (k/h)	25	15	25	15	25	25	15	25	25	15	25	15
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped/Bike Factor	0.99	1.00	0.99	0.99	0.96							
Frt					0.850		0.879			0.851		
Flt Protected	0.950		0.950			0.950			0.950			
Satd. Flow (prot)	1495	3167	0	1615	3198	1417	1615	1494	0	3102	1447	0
Flt Permitted	0.415		0.366			0.620			0.734			
Satd. Flow (perm)	647	3167	0	619	3198	1361	1054	1494	0	2397	1447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						127		29			139	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		121.7			158.4			49.0			204.4	
Travel Time (s)		8.8			11.4			3.5			14.7	
Volume (vph)	109	485	1	27	486	117	9	6	27	292	1	128
Confl. Peds. (#/hr)	13		8	8		13						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	2%	0%	0%	1%	2%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	118	527	1	29	528	127	10	7	29	317	1	139
Lane Group Flow (vph)	118	528	0	29	528	127	10	36	0	317	140	0
Turn Type	pm+pt		pm+pt		Perm	Perm			Perm			
Protected Phases	5	2	1	6				8			4	
Permitted Phases	2		6		6	8			4			
Detector Phases	5	2	1	6	6	8	8		4	4		
Minimum Initial (s)	8.0	30.0		10.0	30.0	30.0	15.0	15.0		10.0	10.0	
Minimum Split (s)	16.0	38.0		18.0	38.0	38.0	23.0	23.0		20.0	20.0	
Total Split (s)	20.0	41.0	0.0	22.0	43.0	43.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	22.2%	45.6%	0.0%	24.4%	47.8%	47.8%	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%
Maximum Green (s)	12.0	33.0		14.0	35.0	35.0	19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead/Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None		None	None	
Walk Time (s)		16.0			16.0	16.0						
Flash Dont Walk (s)		14.0			14.0	14.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)	51.3	46.0		50.2	39.4	39.4	20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.60	0.56		0.54	0.48	0.48	0.26	0.26		0.26	0.26	
v/c Ratio	0.23	0.30		0.06	0.34	0.18	0.04	0.09		0.52	0.30	
Control Delay	7.1	11.9		7.2	15.3	3.6	25.1	12.2		30.7	6.9	

											
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	11.9	7.2	15.3	3.6	25.1	12.2	30.7	6.9		
LOS	A	B	A	B	A	C	B	C	A		
Approach Delay	11.0		12.8		15.0		23.4				
Approach LOS	B		B		B		C				
Queue Length 50th (m)	6.4	16.5	1.5	29.4	0.0	1.3	0.9	24.5	0.1		
Queue Length 95th (m)	13.5	42.5	4.5	45.3	9.9	5.4	8.3	38.3	14.1		
Internal Link Dist (m)	97.7		134.4		25.0		180.4				
Turn Bay Length (m)	80.0		80.0		72.0		75.0				
Base Capacity (vph)	539	1784	525	1544	723	291	434	662	500		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.22	0.30	0.06	0.34	0.18	0.03	0.08	0.48	0.28		

Area Type: Other

Cycle Length: 90 s

Actuated Cycle Length: 81.7

Natural Cycle: 80 s

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 14.9

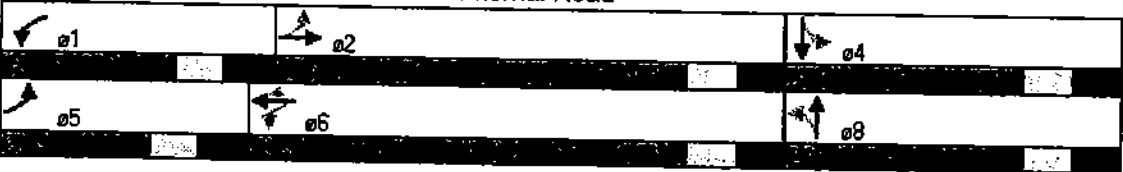
Intersection LOS: B

Intersection Capacity Utilization: 59.9%

ICU Level of Service: B

Analysis Period (min): 15

Splits and Phases: 2: Talbot Street & Internal Road



Lanes, Volumes, Timings
2: Talbot Street & Internal Road

Saturday Peak Hour
Existing Traffic



Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Storage Length (m)	80.0	0.0	80.0	72.0	0.0	0.0	75.0	0.0				
Storage Lanes	1	0	1	1	0	0	1	0				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turning Speed (k/h)	25	15	25	15	25	15	25	15	25	15	25	15
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.99	1.00	1.00
Frt	0.998			0.850			0.890			0.854		
Flt Protected	0.950		0.950		0.950			0.950				
Satd. Flow (prot)	1568	3160	0	1615	3198	1431	1615	1498	0	3133	1433	0
Flt Permitted	0.411		0.426		0.383			0.725				
Satd. Flow (perm)	675	3160	0	724	3198	1398	651	1498	0	2387	1433	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		1		148			36			275		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (k/h)	50		50		50		50		50		50	
Link Distance (m)	121.7		158.4		49.0		84.4					
Travel Time (s)	8.8		11.4		3.5		6.1					
Volume (vph)	193	424	5	23	486	141	27	12	34	320	8	261
Confl. Peds. (#/hr)	12		1	1	12		1		1	1		1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	203	446	5	24	512	148	28	13	36	337	8	275
Lane Group Flow (vph)	203	451	0	24	512	148	28	49	0	337	283	0
Turn Type	pm+pt		pm+pt		Perm	Perm			Perm			
Protected Phases	5	2	1	6			8			4		
Permitted Phases	2		6		6	8			4			
Detector Phases	5	2	1	6	6	8	8		4	4		
Minimum Initial (s)	8.0	30.0	10.0	30.0	30.0	15.0	15.0		10.0	10.0		
Minimum Split (s)	16.0	38.0	18.0	38.0	38.0	23.0	23.0		20.0	20.0		
Total Split (s)	20.0	41.0	0.0	21.0	42.0	42.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	22.2%	45.6%	0.0%	23.3%	46.7%	46.7%	31.1%	31.1%	0.0%	31.1%	31.1%	0.0%
Maximum Green (s)	12.0	33.0	13.0	34.0	34.0	20.0	20.0		20.0	20.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		
Lead/Lag	Lead	Lag	Lead	Lag	Lag							
Lead/Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Recall Mode	None	Max	None	Max	Max	None	None		None	None		
Walk Time (s)		16.0		16.0	16.0							
Flash Dont Walk (s)		14.0		14.0	14.0							
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)	56.2	50.0	52.2	38.1	38.1	21.6	21.6		21.6	21.6		
Actuated g/C Ratio	0.65	0.58	0.54	0.44	0.44	0.25	0.25		0.25	0.25		
v/c Ratio	0.34	0.25	0.05	0.36	0.21	0.17	0.12		0.57	0.50		
Control Delay	7.9	11.6	7.4	17.7	3.7	28.7	12.5		32.7	7.3		