

Town of Lincoln Responses to Questions Received from VSHAO on January 10, 2024

*Town of Lincoln Update on Planning Status:*

*Please note at this time no formal planning application has been submitted to the Town of Lincoln. As such, the vision concept for the subject lands at 4933 Victoria Avenue is in very early stages.*

*As a requirement of moving forward with a complete application, the Town required the property owner/prospective applicant to hold a Community Information Meeting to obtain initial input from interested parties ahead of the actual processing of a future planning application. This meeting was held on Tuesday, November 21, 2023 presenting the vision concept. Also please note that there may be some refinement following the initial input received.*

*A further requirement of moving forward with a complete application is the submission of all supporting information with respect to a complete list of specific variances and complete drawing sets, supporting studies and reports. These have not yet been submitted by the prospective applicant. Once submitted, a more fulsome response to several of the questions below can be provided.*

- 1. Have the grounds for the proposed Development on Victoria Ave been analyzed regarding contamination due to hazardous waste from past industrial use? Can the results of the analysis be shared with the public? Does the contamination have any potential effect on ground water? How will potential ground contamination be addressed?**

*Phase One and Phase Two Environmental Site Assessments are required to be submitted in support of the subject planning application. An Environmental Site Assessment (ESA) involves the study of a property to determine if contaminants are present and, if so, the location and concentration of these contaminants. In addition, an ESA would include recommendations on the remediation required, if any, to address soil, groundwater and/or sediment standards. As noted above, the studies required for a complete application have not yet been submitted to the Town. Once a complete application has been made, the Phase One and Two ESAs will be available for the public to view.*

*The requirements for ESAs are regulated by the Environmental Protection Act, and more specifically O. Reg. 153/04. A Record of Site Condition (RSC) must be filed on the Ministry of Environment, Conservation and Parks (MECP) Brownfields Environmental*

*Site Registry prior to any change in land use to a more sensitive use (i.e. industrial to residential). Certification statements and any required site remediation or cleanup activities must be included in an RSC. This ensures that any contamination on the site will be fully addressed to Provincial standards prior to the development of more sensitive land uses. The filing of an RSC typically occurs during the subsequent site plan approval stage.*

*For more information, please refer to the Province's guide at the following link: <https://www.ontario.ca/page/guide-site-assessment-cleanup-brownfields-filing-records-site-condition>*

**2. What is the green space requirement for a development of this size? Is the green space requirement the reason that the proposed Development has so many multi-storey buildings?**

*There is a Natural Environment Official Plan Designation at the very east end of the property, which recognizes the adjacent watercourse located within the Town-owned open space lands to the east. The Town, Region and Niagara Peninsula Conservation Authority require an Environmental Impact Study (EIS) to be submitted that will assess and delineate ecological features, flooding and erosion hazards associated with the watercourse. These delineated areas will be required to be retained as open space. The EIS, once submitted, will be reviewed by Niagara Peninsula Conservation Authority, Niagara Region, and Town staff.*

*The proposed development will also be subject to the Town's Parkland Dedication By-law, which has recently been updated in accordance with new Planning Act legislation. This legislation identifies the requirements for parkland dedication that a developer must convey to the Town which is a rate of 1 hectare per 600 residential units, or cash in lieu of parkland dedication at a rate of 1 hectare of land per 1000 residential units. The maximum parkland dedication or cash in lieu is 10% of the size or value of the lands. Typically, when considering the options of land dedication vs. Cash in lieu of parkland, Town staff consider a variety of factors such as size of the land, proximity to other open space areas, future maintenance requirements and associated costs and programming needs in other open spaces already owned by the Town. In this case, there is a public open space immediately to the east of the subject lands and a large waterfront open space proposed in the Prudhommes Landing development site. Further, the concept for the subject lands proposes a publicly accessible waterfront. All these factors will be considered when a development application is submitted but this is not, in of itself, a driver of height or density.*

3. With only 1 to 1.25 parking spot(s) per housing unit, would the proposed new Development supposed to be part of a walkable community? If so, how is “walkable community” defined? What would be all considered part of this walkable community? See:

[https://www.niagaraknowledgeexchange.com/wp-content/uploads/sites/2/2014/05/Walkable Community Checklist Report.pdf](https://www.niagaraknowledgeexchange.com/wp-content/uploads/sites/2/2014/05/Walkable_Community_Checklist_Report.pdf)

*The vision statement for the Prudhommes Secondary Plan states that the Prudhommes area will be a “successful, diverse, walkable, mixed-use waterfront neighbourhood – adding an exciting and evolving destination within the broader Niagara Region.” A walkable community is a planning concept that encourages mixed-use, high-density neighborhoods that allows people to safely and easily walk to essential services and amenities from one’s home. The concept is based on the idea that communities should be complete, livable spaces that serve a variety of uses, users, and transportation modes and reduce the need for car travel. Streets should be more than just transportation corridors designed for maximum vehicle throughput.*

*The Secondary Plan envisions that this be implemented in the Prudhommes area through designated land use permissions which, overall, encourage a mixed-use community with shops, restaurants, parks, walking trails, and public waterfront access for all residents to use and benefit from. Active transportation is a key component to a walkable community. Through implementation of the Secondary Plan, pedestrian-supportive streetscapes are being planned to provide ease of access, orientation, and safety for all transportation users including pedestrians, cyclists, and motor vehicles.*

*All of the above aspects of a walkable community are found in the Healthy Living Niagara document that has been referenced in your question, and are part of the Town’s planning considerations during the planning process.*

*Town staff are cognizant of parking concerns both at this site and generally as they apply to the Town as a whole. The Town’s Comprehensive Zoning By-law was recently reviewed and updated and part of this process involved an industry review of parking requirements. It was concluded that the Town’s parking ratio requirements are consistent with or in some cases, at the upper end of a range of a wide cross section of municipalities. With a mixed-use development such as this, the Town’s parking standards require one space per residential unit, one visitor space for every ten residential units, and typically 1 space per 30 square units for commercial uses (there is some variation according to commercial use).*

*That said, staff are cognizant of parking concerns that have been raised and will work with the landowner in this regard.*

**4. Is there a plan to put park benches (or other pedestrian furniture) for pedestrians along the walking routes?**

*The development proposal is at a Zoning By-law Amendment and Official Plan Amendment stage. This planning process regulates the types of land uses that are permitted and establishes standards for how land is developed. This includes built form provisions such as building height, building massing, setbacks, and the configuration of buildings; parking; and the size of landscaped area required. Detailed design matters such as the placement of park benches would be determined through a subsequent Site Plan Control approval process.*

**5. Is there a plan to provide sidewalks on both sides of Victoria Ave? Will sidewalks be wide enough for wheelchairs or strollers to be used easily and safely?**

*The developer will be required to urbanize the boulevard on the east side of Victoria Ave N., fronting the subject lands, which includes installation of sidewalks and curbs. The Town's sidewalks are required to be 1.50 metre wide in accordance with the AODA (Accessibility for Ontarians with Disabilities Act) which allows room for mobility devices going both ways along a path.*

*The developer will also be required to undertake any other improvements to Victoria Avenue N. as needed to address traffic needs as determined by a Transportation Impact Study.*

**6. Is there any potential that the old and existing trees along Victoria Ave, between North Service Road and Lake Ontario, will be destroyed?**

*The Town strives to retain and preserve street trees as an essential component of Lincoln's tree canopy as well as enhancing the overall streetscape. Your comments are well taken and will be considered in any future decisions impacting Victoria Avenue North. A Transportation Impact Study (TIS) for the proposed development has not yet been submitted to the Town; the TIS will identify what, if any, improvements are required to Victoria Avenue North and this will provide general insight into any potential impacts on existing trees. Any specific impacts to trees would be addressed fulsomely at the detailed design stage, which will occur at the subsequent Site Plan Control approval process.*

*For more information on the Town's tree protection efforts, please visit: <https://www.lincoln.ca/parks-forestry-recreation-culture/parks-trees-trails/trees-urban-forestry/tree-protection>*

- 7. Would the plan for the proposed Development on Victoria Ave potentially require the bridge on Victoria Ave between Dustan Street and Laurie Ave to be removed or altered? If this potential exists, has the Municipal Heritage Committee been informed or involved in discussions?**

*A Transportation Impact Study (TIS) for the proposed development has not yet been submitted to the Town; the TIS will identify what, if any, improvements are required to Victoria Avenue North and this will provide insight into any potential impacts to the existing bridge.*

*Once a complete application has been submitted by the applicant, the Municipal Heritage Committee will be circulated for any comments.*

- 8. How does the Town of Lincoln consider the “Sense of Place” of the residents in the Victoria Shores neighbourhood, with the massive development on the Prudhomme's Landing area to the East, and the proposed Development on Victoria Ave to the West?**

*There are many factors that Town staff consider when examining what constitutes a sense of place. For the Prudhommes Secondary Plan area in general, there was an extensive public consultation process that was undertaken to identify some of these core principles with the overarching goal of establishing a complete community. Complete communities are those designed to meet the needs of existing and future residents. This includes providing a range of housing stock to accommodate a larger demographic; the provision of smaller and larger scale retail and commercial opportunities to provide residents with places to shop as well as potential employment opportunities; a large, open, and publicly accessible waterfront area; and a connected and walkable community via the provision of sidewalks throughout and connectivity to adjacent areas. Further, this area has long been envisioned as a destination area, providing a range of amenities that not only provide services to residents within, but also those coming from other communities to showcase Lincoln's diverse offerings. The built form was always intended to vary, typically with more density occurring at the east end of the Secondary Plan area. For the Vineland Manufacturing lands, there was recognition that these lands are ideal for a mixed-use type development due to the desirable location and spatial separation via greenspace from other lower density uses. The site was previously industrial and therefore a significant driver of employment type land uses. There are limited lands to*

*provide significant employment in the Town, highlighting the importance of providing a mix of uses (retail and commercial lands and residential) where feasible.*

*However, all of the above being said, there is recognition in the Secondary Plan policy framework that consideration needs to be given to transition to existing communities.*

- 9. The Town of Lincoln is the gateway to the Niagara Region. What characteristics does the Town of Lincoln want to foster in the coming years and decades:**
- a) entertainment/attractions like Niagara Falls**
  - b) high density population like Scarborough**
  - c) tranquil and beautiful, with healthy residential communities driven by true neighbourhood spirit where people meet & greet and help each other out?**

*As noted in the most recent iteration of Town Council's priorities here: <https://www.lincoln.ca/sites/default/files/2023-12/23-291%202022%20-%202026%20Council%20Priorities%20Document%20DIGITAL.pdf> , some of the main characteristics for Lincoln is to be well communicated, inclusive, vibrant and prosperous and resilient. Within these goals, growing the Town's tourism brand to become a top destination is an objective that includes the provision of a diversity of offerings from more accommodations to maintaining the attractive rural landscape of the Town. Residents have frequently indicated there is a desire for more places to eat and shop and as such, Council's priorities include the creation of a business-friendly environment, generally speaking.*

*From a growth perspective, it is important to note that Lincoln remains a highly desirable place to live. Due to this and the growth forecasts that are anticipated over the next few decades, Lincoln has been planning for growth which includes higher densities in certain areas. These include currently vacant or underutilized lands such as those within the Prudhommes Secondary Plan area. Generally speaking, however, due to the majority of the Town's land base (over 66%) being protected for continued agricultural viability through Provincial legislation (Greenbelt Plan, Niagara Escarpment Plan, etc.), there is not anticipated to be widespread high density development in the Town. This further emphasizes the need to efficiently utilize existing available urban land to facilitate longer term growth. As such, there is a balance in maintaining the beautiful and tranquil rural setting, accommodating growth and providing opportunities via parks and open space considerations, for existing and future residents and those visiting from out of Town.*

- 10. Any massive housing development will generate additional demand for required services. If this proposed Development were to go ahead, how will the Town of Lincoln ensure that there are sufficient services available, i.e.,**

- fire fighters
- doctors
- nurses
- ambulances
- hospital beds
- police
- school space
- teachers
- nursing homes
- garbage collection/disposal
- sidewalk service (e.g., snow removal), etc.?

*This is a good question. As part of the planning process as it pertains to both specific development applications and wider growth forecasting, the Town works closely with numerous government agencies and service providers, such as the Region and local school boards which are responsible for providing a number of services outlined above. The Town's Fire Department is also involved and there has been significant collaboration regarding long term needs for the Prudhommes area, as well as the Town as a whole. As for some of the other uses in terms of doctors, nursing homes, etc., the Town aims to provide a variety of land use permissions to allow for these types of services to be established and various Town staff frequently work with providers who are interested in coming to the Town.*

**11. Will the proposed massive Development generate enough taxes to pay for all required additional services listed above?**

*There are two different types of costs to consider – capital costs (major infrastructure such as roads, watermains, firestations, etc.) and operating costs (the annual costs of supplying services such as snow plowing, road maintenance, and fire services).*

*Many capital infrastructure costs are incurred toward the beginning of the development. The development-related costs are paid for primarily by Town and Regional Development Charges. These charges are calculated based on an analysis of works required to accommodate forecasted growth and range from pipes in the ground, to pumping stations, to road and pedestrian trail improvements to the need for future facilities (i.e., fire stations, community amenities, etc.). These development charges are paid early in the development process before additional property taxes are realized on the site.*

*There have been some recent pieces of Provincial legislation that impact the ability of municipalities to cover costs. As such, Town staff, as well as staff from municipalities*

*across Ontario, are liaising with Provincial contacts in this regard with overall goal of ensuring growth pays for growth.*

*Operating costs for services and ongoing maintenance and other enhancements are paid for by property taxes and utility rate charges.*

**12. Will the existing municipal water and wastewater systems and services be sufficient to service the proposed Development? Wastewater upgrades are already underway within the Victoria Shores subdivision; will further upgrades be required? If so, what is the required scope and scale, and how will they be financed?**

*Municipal water and sanitary sewer infrastructure improvements have been planned for in the Prudhommes area to service planned growth. The Town has planned a watermain upgrade across the North Service Road that will service the Prudhommes area. In terms of sanitary pumping station capacity, the Region is expected to commence their upgrade of the Laurie Avenue Sanitary Pumping Station in 2024 which is funded by Regional development charges. This upgrade will accommodate the proposed development.*

*The sanitary sewer upgrades currently under construction along portions of Laurie Ave. and Dustan St. are required by the Prudhommes Landing Subdivision development (east of Victoria Shores) to provide a connection to the Laurie Avenue Sanitary Pumping Station. This sanitary sewer runs east of the Laurie Avenue SPS and would not service the proposed development at 3933 Victoria Avenue N.*

*Any additional water or sanitary sewer upgrades required to accommodate the proposed development will be determined through a Functional Servicing Report to be submitted by the prospective applicant. If it is determined that additional servicing infrastructure is needed to support the proposed development, then it would be the responsibility of the developer to pay for.*

**13. Can the Town of Lincoln provide a detailed analysis showing anticipated extra cost versus anticipated additional income for this proposed Development?**

*Unfortunately since the development is currently only in high level conceptual stages and we have yet to see any detailed supporting information, it is premature for this information to be available.*

**14. Will there be a property tax increase limit for existing properties in the Victoria Shores / Vineland / Town of Lincoln community to ensure that current residents do**

**not have to bear the financial load for the proposed Development and associated increases in service cost?**

*Provincial legislation and Regional and Town planning policies direct growth and development towards strategic areas in the Town with existing or planned services, such as the Prudhommes area generally. This policy direction allows municipalities to accommodate long-term growth in a cost-efficient manner and to leverage infrastructure investments.*

*In terms of funding, please refer to question #11 regarding capital and operating costs.*

*Property taxes in Lincoln are calculated based on the operating costs of providing services across the municipality and are not area-specific. This means that any costs of providing municipal services to the residents of Lincoln are shared by all property owners and conversely, when new homes are built they will also contribute additional taxes to services provided in other existing areas such as libraries or fire services.*

**15. What income groups would the 375 residential units of the proposed Development be targeted towards or likely attract?**

*At this time, it is difficult to speculate as to the income groups that this proposal would support from a housing perspective. This especially since the proposal is still only conceptual (no application received) and since the housing market is in a state of flux, making it difficult to predict. That said, it is anticipated that the proposal would provide a range of sizes to potentially accommodate a wide cross section including those wishing to downsize, couples, and small families. There have not been any detailed discussions with respect to affordable/attainable housing thresholds to date.*

**16. Are the housing units of the proposed Development planned for single people, couples, or families with children?**

*Please see above response. It is anticipated that there will be a variety of unit sizes and bedroom offerings, potentially providing housing for a range of individuals, couples, or families.*

**17. How many school-aged children are expected to move into the proposed Development?**

*Unfortunately there is no indication at this time as it is an extremely difficult number to predict. This is not just the case for this specific proposed document but would be the same for any proposal. Based on early discussions with the applicant team, it is*

*speculated that the likely inhabitants will consist of empty nesters and those looking to downsize, which is a rapidly growing demographic in Lincoln and throughout the Province. Generally across Niagara Region, the number of school-aged children within apartment dwelling housing types tend to be very low.*

**18. Is the current local school capacity sufficient to service these additional children to the satisfaction of parents? (children from Victoria Shores are already being excluded from attending the local primary and secondary schools, and are being bussed elsewhere, such as Woodland School on 7th Ave, and Sir Winston Churchill School in St. Catharines)**

*Town staff have been collaborating with the school boards on a regular basis to provide planning estimates for the overall development of the Prudhommes area. As part of the formal planning application process, the application is provided to all local school boards for review and comment, and form part of their student enrollment projections and future planning. This has not happened yet for this development proposal since the Town has not received a formal submission to date. When considering input received from other development applications elsewhere in the Town, there have not been capacity concerns identified by the school boards.*

**19. Does the Town expect the new residents in the housing units of the proposed Development likely to be people with jobs? If so, where would these be and what would be the principle means of transportation?**

*Once again, it is difficult and speculative for us to assume where the future inhabitants of a proposal like this will work. But from a Town wide perspective based on census data from a couple of years ago, there is an approximate even split between those commuting to employment outside the Town and those being employed within the Town. Of those employed within the Town, there is a significant work from home component, although this number may decrease over time as we continue to transition on from the Covid pandemic. In addition, although currently speculative, from conversations with the applicant, there is anticipated to be significant interest from empty nesters and those wishing to downsize, some of these may be working and some of these may be in retirement.*

**20. Based on your projection on the nature and characteristics of the new residents, would planning for one car per housing unit be adequate?**

*Based on a parking study undertaken for the Town, the vehicle ownership rate in Lincoln for households living in an apartment is 0.98 vehicles per unit. This is based on local*

*trends and parking occupancy levels. That said, the consideration of visitor parking is an important one that staff have engaged the potential developer of the subject lands on.*

**21. Does the Town of Lincoln have a plan on the optimal distribution of locations where the additional minimum 8,895 residential units should be placed?**

*Generally speaking, the Town has identified the key areas where higher densities are planned for and can be accommodated. Based on work completed during the update of the Regional Official Plan, approximately 90% of the Town's population growth to 2051 is forecasted to occur through intensification in Urban Areas where lands are underutilized (i.e. undeveloped or re-development). These include the GO Transit Secondary Plan area in Beamsville and the Prudhommes Secondary Plan area. Both of these areas include a significant amount of vacant or underutilized lands, which provide opportunities for efficient utilization of urban lands. The Ontario Street intensification corridor in Beamsville is another area planned for significant growth.*

*As such, the Town has identified key locations to accommodate growth, with further potential for infill and intensification to occur at various locations throughout. With the latest Provincial planning policy updates, there is added emphasis on this intensification objective. This is particularly relevant in Lincoln since a significant component of its lands are rural and protected by either the Greenbelt Plan or Niagara Escarpment Plan.*

*For more information with respect to housing trends and growth areas in Lincoln, see Planning Report PD-01-24, Appendix C Population and Housing: Key Facts and Trends Background Report at the following link: <https://pub-lincoln.escribemeetings.com/Meeting.aspx?Id=d133b40e-505e-438a-b778-6099047d70c9&Agenda=Agenda&lang=English>*

**22. How successful has the Town of Lincoln been so far in meeting the new housing objective defined in the Niagara Official Plan (Nov. 2022)? E.g., how many housing units have already been built? How many more housing units are currently under construction in the Town of Lincoln? How many housing units are currently approved, but not commenced in the Town of Lincoln? How many housing units are currently in the approval process in the Town of Lincoln? How many housing units are in the planning phase (pre-approval process)?**

*Niagara Region has allocated minimum population and employment growth targets to all of its lower-tier municipalities for the planning period from 2021 to 2051. Niagara Region's population growth target for Lincoln is 45,660 residents by 2051. This equates to approximately 9,815 new housing units. To meet this minimum target, Lincoln needs to*

*add an average of 327 dwelling units per year over the 30 year forecast period. To date, between 2021 and 2023, the Town has issued building permits for a total of 331 housing units out of the total 9,815 housing unit target (averaging 110 housing units per year). This is lower than in previous years, which averaged 292 housing units per year. This is due to recent industry challenges including a rise in interest rates and higher construction and development costs.*

*In terms of planning approvals, an additional 80 housing units are available for construction within registered plans of subdivision or within site plan approved lands. Another 5,354 housing units have received preliminary planning approvals, such as draft plan of subdivision or zoning approval. Some of these units are subject to a "Hold" condition, which for example may place future development on hold until necessary infrastructure is installed. These housing units require further planning approvals, such as the registration of plan of subdivision or site plan approval.*

*For more information with respect to growth and housing facts and trends in Lincoln, see Planning Report PD-01-24, Appendix C Population and Housing: Key Facts and Trends Background Report at the following link: <https://pub-lincoln.escribemeetings.com/Meeting.aspx?Id=d133b40e-505e-438a-b778-6099047d70c9&Agenda=Agenda&lang=English>*

**23. In the context of the above questions, what is the rationale for building a massive development such as the proposed development onto such a small property in this rural area, with very limited employment prospects (hotel, restaurant and retail), present and future?**

*It is important to note firstly that this property is not considered rural as it was long utilized for an industrial land use and is within an identified Urban Area in Lincoln. The Town went through an extensive Secondary Plan planning process which resulted in this site being identified for future mixed-use redevelopment. The commercial components (hotel, restaurant and retail) do provide a range of potential employment opportunities which is important to maintain on the site considering that its previous use was industrial, an employment driver as well. Accommodating these uses along with residential, allows the site to accommodate a range of housing stock while maintaining the value of the lands from an employment perspective. This is especially important considering the limited lands the Town has available on which to provide employment offerings.*

*It is also important to note that the Town is not the source of the proposal in terms of scale. Rather, this is a private property owner developing a concept and bringing it forward for potential consideration, something any private property owner is able to do. The Town*

*Planning Department is then required to assess the concept, a process which is guided and overall regulated by Provincial policy frameworks.*

**24. Will the employment opportunities be attractive to the people who can afford to live in this development or will they require people to drive to work (and park there).**

*It is anticipated that the proposal would generate a cross section of employment opportunities offering varying levels of income depending on the requirements of the position. It is entirely possible that at least a portion of the employment opportunities would be attractive to some of the potential residents of the development.*

**25. According to the Niagara Official Plan, Section 2.3: “As a priority, the Region must retain, protect, and increase the supply of affordable housing for low- and moderate-income households.” Although the proposed development adds to the Town of Lincoln’s obligation to build housing units, how would the Town of Lincoln achieve this priority with the proposed Development?**

*This is an excellent question and one that staff have engaged with Niagara Regional staff on. The priority that is mentioned above is a general priority applied throughout Niagara Region. There is no regulatory measure or site-specific requirement identified to be applied on a specific development proposal basis. As such, the intent of this policy is certainly that affordable housing be top of mind, but at the same time recognizing that there are varying conditions for specific sites that affect feasibility of the provision of affordable housing. As such, the Town continues to work with Niagara Regional staff and other key stakeholders to ensure locations that maximize feasibility are evaluated. Typically speaking, waterfront development sites have not been relied upon for the provision of housing that meets identified affordability thresholds, but regardless, staff will continue conversations in this regard with the applicant as the process continues.*

**26. Per Niagara Official Plan, Section 2.3.1.4: “New residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by ... incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development.” How would the Town of Lincoln meet this objective with the proposed Development? See:**

**<https://www.niagararegion.ca/official-plan/pdf/final/chapter2-growing-region.pdf>**

*To date, there has been no formal planning application submitted to the Town, only a very high level concept to initiate high level feedback. The next step will be for the applicant to*

*submit an application to establish land use permissions on the site related to the proposed concept through a zoning by-law amendment. This is still the preliminary stage of the process where feasibility is assessed along with other planning merits. Should the land use permissions be established, the next stage would be a detail design process (i.e., site plan application). At this point, design details pertaining to items such as low impact development and implementation of other sustainability features would typically be considered. Although this is a later stage, staff will be continuing to engage in this regard throughout.*

*Also, please note that the Town has included consideration of certain design features pertaining to climate change mitigation and low impact development in its technical design standards. Additionally, as part of the update to the Town's Official Plan that is ongoing, a separate section specifically related to Climate Change Adaptation and Mitigation is proposed. The draft Official Plan document is available here: <https://speakuplincoln.ca/shapelincoln>*

**27. What will be done to prevent the sale of housing units in the proposed Development for use as Air-BnB? Will there be a bylaw to prevent the use of housing units for use as Air-BnB or other forms of short-term rentals?**

*The Town of Lincoln is currently in the process of establishing a Business Licensing Framework for accommodations, including Short Term Accommodations (such as Air-BnB's). One of the byproducts of this process is to regulate Air BnB's such that they are not permitted in apartment buildings, such as the proposed development. The intention is to avoid negative impacts to housing stock and the potential compatibility issues that could arise in more compact built forms.*

**28. Has a thorough traffic analysis been completed for this area (Vineland, Town of Lincoln), and particularly for the proposed Development? Can the detailed results be shared with the public?**

*A Transportation Impact Study (TIS) for the proposed development is required to be submitted. As noted above, the studies required for a complete application have not yet been submitted to the Town. Once a complete application has been made, the TIS will be available for the public to view.*

*Traffic studies have been completed for the larger Prudhommes area, and work is currently being undertaken to update these in accordance with the latest Prudhommes Landing Subdivision plan from 2022, available at the following link: [Prudhommes Development Site | Speak Up Lincoln](#).*

*Future development across the Prudhommes area is anticipated to be phased over 10 plus years. The TIS for the overall Prudhommes area will provide a conservative analysis of future traffic operations since it is being forecasted over a long build-out period, thereby leading to the possible over-design of recommended road improvements. As such, road improvements in the area will be phased as development occurs. This will be implemented in accordance with MTO and Regional requirements, in addition to Town requirements, to ensure that traffic is adequately addressed.*

**29. Has a shadow impact study been completed for the proposed Development? Can the detailed results be shared with the public?**

*A shadow impact study for the proposed development is required to be submitted. In addition, the Town has required that an Angular Plane Study be submitted. These studies will provide an assessment of the impact of the proposed building heights and arrangement on the site on the surrounding area. These studies are widely utilized in the planning field to help assess measures of compatibility related to shadowing, sky views, privacy, and perceived building height. As noted above, the studies required for a complete application have not yet been submitted to the Town. Once a complete application has been made, this will be available for the public to view.*

**30. Would any of the proposed 8, 10 or 17 story buildings have any shadow impact on the nearby private properties on Southshore Blvd., Laurie Ave or Victoria Ave, particularly in the afternoon (at different times of year)?**

*A shadow impact study for the proposed development is required to be submitted; this will provide an analysis of shadow impacts to adjacent properties at hourly intervals from 10 am to 6 pm on April 21<sup>st</sup>, June 21<sup>st</sup>, September 21<sup>st</sup>, and December 21<sup>st</sup>. As noted above, the studies required for a complete application have not yet been submitted to the Town. Once a complete application has been made, this will be available for the public to view.*

**31. Have market and economic studies been completed to justify the other planned commercial venues in the proposed Development (e.g., hotel, spa, restaurant, retail, etc.)**

*In 2019 the Town of Lincoln adopted an Economic Development Strategy which focused on the tourism sector as a main economic driver in the Town of Lincoln. As such, a Tourism strategy was also created and one of the largest gaps identified in the Town is an absence of available accommodations to attract overnight visitation in Lincoln. There are currently very few offerings in Lincoln, and the offering of a multi-service waterfront*

*destination as proposed would significantly strengthen the offerings of the Town's tourism sector.*

- 32. The proposed Development includes a new hotel. Would a larger hotel in the main developed area (Prudommes) not make more sense give proximity to more amenities?**

*The Town has recognized that both the subject lands and the larger Prudhommes Landing subdivision area have potential for inclusion of accommodation type land-uses. As such, land-uses contemplated at either location include this potential, but the Town is not in a position to require in one location but not another. Typically, land-use permissions, especially those that are mixed-use, allow for a range of commercial uses with accommodations being one of them. As such, there is potential for these land uses at both sites to support the overall tourism industry of the Town.*

- 33. At the Town's information meeting on November 21, 2023 the term "Boutique Hotel" was used. How does the Town of Lincoln define "Boutique Hotel", and how many rooms does a typical Boutique Hotel have? From the Town's perspective, are the proposed 100 rooms for a Boutique Hotel justifiable (e.g., the Boutique Hotel "Inn on the Twenty" in Jordan has 25 rooms)?**

*The term boutique hotel was utilized by the applicant. The Town does not have a definition of boutique hotel in our planning documents. Please note that on this site, general hotel/motel/inn use (of which there are no room thresholds) and a range of other commercial uses such as a banquet facility, restaurant and other personal services uses are existing land use permissions on the lands. However, if you look up what is a Boutique hotel – usually they are smaller hotels that provide more personalized service than typical hotels. They are considered more "trendy" and "intimate", often due to their location. They may be themed, such as by having a focus on nature, environment, cuisine, history, community and cultural immersion, attentive service, or well-being.*

- 34. Has the Town of Lincoln determined, from its own perspective, the optimum number of hotels rooms, that should be created on the North side of the QEW in the Prudhomme's area?**

*The optimum number of rooms on site is largely driven by associated market conditions. When a formal planning application is received, part of Town staff's review will be to assess the number of rooms, dwelling units and other uses from a servicing/traffic/infrastructure perspective to evaluate feasibility of what is proposed. This has not yet been initiated as staff have not received all the required information that will accompany a formal planning application.*

- 35. Has the Town of Lincoln considered what percentage of the new hotel rooms created on North side of the QEW, between Victoria Ave and the Lakehouse Restaurant, be located in the lands East of Victoria Shores, the area destined to become the new downtown for Vineland?**

*There has been no such assessment completed at this time. Please note that the area to the east of Victoria Shores is not intended to provide a new downtown for Vineland, however it is envisioned to be a complete community that offers a range of services and housing stock, while serving as a destination location. This is the vision of the entirety of the Prudhommes Secondary Plan which includes the subject lands west of Victoria Shores.*

**36. Has an economic study been done to determine if 120 hotel rooms built on the Victoria Avenue property could potentially deter hotel operators from opening in the new downtown, creating an imbalance in town's optimum placement of hotel rooms in the area.**

*As previously mentioned in question 31, the Town of Lincoln adopted an Economic Development Strategy in 2019 and a Tourism Strategy in 2020 which showcased the need to address the significant lack of accommodations to support our tourism sector. The need for additional accommodations will not be satisfied strictly by one additional hotel within the Town of Lincoln but will be fulfilled by multiple hotel developments across the municipality that support overnight stays and increased economic activity in our community.*

**37. Has an Environmental Impact Study been performed for the proposed Development in accordance with the Region's Environmental Impact Study guidelines?**

*An Environmental Impact Study (EIS) is required to be submitted for the proposed development. The Region, Niagara Peninsula Conservation Authority and the Town have all provided input into a Terms of Reference for the EIS to ensure that it is undertaken in accordance with applicable guidelines and policies.*

*As noted above, the studies required for a complete application have not yet been submitted to the Town.*

**38. As the shores of Lake Ontario have already undergone substantial shoreline development, can it be demonstrated that the proposed Development does not exceed the ecological carrying capacity of Lake Ontario?**

<https://www.ontario.ca/document/lakeshore-capacity-assessment-handbook-protecting-water-quality-inland-lakes/applying-lakeshore-capacity-model>

*With respect to the proposed development, the Town requires enhanced stormwater quality controls be provided to maintain Lake Ontario water quality in accordance with Provincial policy, applicable Acts, Regional requirements, and municipal design standards. The Town requires that these design criteria are strictly adhered to, to ensure*

*that the quality of water is maintained to support a healthy and diverse aquatic life and Lake Ontario.*

*Please note, the Ontario Government's "Lakeshore Capacity Model" in the link provided has been developed specifically to address unique circumstances relating to Ontario's Precambrian Shield lakes – these are northern Ontario recreational inland lakes. The purpose is to maintain water quality in these inland lakes which are being impacted primarily by sewage systems from houses, cottages, and campgrounds, as well as shoreline clearing and fertilizer use. The Town will utilize design standards and water quality requirements applicable to the development site, as described above.*

**39. How does the Town of Lincoln define and set its minimum expectations governing the content of these necessary and important studies being undertaken?**

*The Town of Lincoln requires that a formal pre-consultation meeting with Town and agency staff occurs prior to the submission of a planning application. The purpose of this meeting is to determine the required planning application(s), identify applicable guidelines and policies, identify the studies and reports necessary to support the planning application(s), and set out specific requirements and content that the studies and reports must address. The submitted studies must comply with the Town's Terms of References or the application will not be considered complete.*

*For more information on the Town's expectations and requirements regarding studies and reports, please see the Terms of Reference documents in the link below:*

*<https://www.lincoln.ca/build-invest/planning-and-development/development-applications/guidelines-standards-policies>*

**40. Does the Town of Lincoln have guidelines that state when studies are required and when they are not required (e.g., market study for new commercial projects like hotel, retail studies, etc.)? It would be prudent to keep in mind that failed retail establishments would be a blot on the Town of Lincoln.**

*The Town of Lincoln requires that a formal pre-consultation meeting with Town and agency staff occurs prior to the submission of a planning application. The purpose of this meeting is to determine the required planning application(s), identify applicable guidelines and policies, identify the studies and reports necessary to support the planning application(s), and set out specific requirements and content that the studies and reports must address. The submitted studies must comply with the Town's Terms of References or the application will not be considered complete.*

*A retail/market study may be required when there is a proposal to amend the Town's Official Plan to change, remove, or add retail or commercial uses that are permitted within a site's land use designation. The subject site is designated Mixed Use in the Prudhommes Secondary Plan (Official Plan) which currently permits hotel, commercial and retail uses and as such, the proposed development would not require a retail/market study to justify the proposed uses.*

**41. Is the Town of Lincoln prepared to reject an application that does not have adequate supporting studies as part of the application package? Can examples be provided where the Town of Lincoln has rejected applications due to lack of adequate supporting studies?**

*Yes, when the required studies do not comply with the Town's Terms of References, the Town will not deem the application complete. This ensures that the materials provided in support of a planning application are sufficiently thorough and meet the Town's expectations in order to allow staff to undertake a comprehensive analysis of the proposal. The Town recently implemented this new process to expedite the planning review process in response to recent Provincial legislation which requires planning applications to be approved within an accelerated timeframe, or the developer can appeal the non-decision to the Ontario Land Tribunal and planning application fees must be refunded.*

*Since the implementation of this new planning process, the Town has deemed a number of planning applications incomplete. This has often involved major planning applications that have more significant and complex requirements for submission. Once a submission has been revised to the Town's satisfaction, it can be deemed complete.*

**42. How does the Town of Lincoln determine acceptable/unacceptable limits/thresholds regarding the results of these studies? For example, how much shadow impact is acceptable, what is the minimum economic gain, etc.? Under what circumstances would an impact study lead to a rejection of a proposed development?**

*The Town, in consultation with agencies such as the Region and Niagara Peninsula Conservation Authority, determines which studies are required to be submitted to support a planning application. These studies must be undertaken in accordance with a Terms of Reference. These Terms of References provide criteria and standards to determine what is acceptable using industry best practices and if applicable, Provincial or Regional guidelines.*

*One example is a Noise Study which must be submitted for the proposed development. The Noise Study must assess predicted sound levels generated by the proposed development and its impact on the surrounding area. This must be undertaken in accordance with and meet sound level limits in the MECP (Ministry of Environment and Climate Change) Environmental Noise Guidelines. If the Noise Study identifies concerns related to noise, it needs to be addressed through acceptable noise mitigation measures and/or a revision(s) to the proposed development concept. If requirements such as this are not able to be met, the proposed development would not be recommended for approval. In such circumstances where planning applications are not approved by Town Council, the applicant is able to appeal the decision to the Ontario Land Tribunal, as per Provincial legislation.*

*There are numerous technical considerations which must be made when reviewing a development proposal; it is typical for a development proposal, particularly during the detailed design stage, to undergo changes and refinements to ensure all technical aspects of a development are addressed appropriately.*

**43. Has the Town of Lincoln considered an Urban Design committee, giving local residents an opportunity for input and feedback on project proposals/applications and future development of housing and urban design, particularly considering that the Town of Lincoln is in the top 3 municipalities for the rate of targeted new housing developments?**

*The Official Plan Amendment and Zoning By-law Amendment processes are public planning processes in which opportunity for feedback and input is provided and encouraged by the Town. In light of the early feedback received from residents on the proposed development, the Town has continued to actively engage with both residents and the developer prior to the submission of a formal planning application.*

*The next step, before a formal planning application can be submitted, is for the developer to summarize and address/respond to the issues and concerns heard from residents, and to undertake technical studies such as a shadow study, angular plane study, and wind study. This will inform their development concept and formal planning submission. Once this has been submitted, the Town will schedule a Public Meeting to gather further public feedback once again. There will be opportunity for further revisions to the development proposal at this stage in the process.*

*In terms of feedback on urban design specifically, the development proposal is at the zoning stage, wherein only higher-level aspects of the building design are determined, such as setbacks, massing, and building heights. Detailed design of the building, such*

*as building materials and articulation, are determined at the subsequent site plan control stage.*

**44. Has a study been performed to determine the urban heat island effect of the proposed Development? See:**

**<https://www.canada.ca/en/services/health/publications/healthy-living/reducing-urban-heat-islands-protect-health-canada.html#>**

*The Town has policies in place to protect and enhance Lincoln's tree canopy. A healthy tree canopy provides numerous environmental, economic, and social benefits to our community and therefore it is the Town's goal to support the growth, health, and longevity of the tree canopy. One such benefit of protecting and enhancing our tree canopy is addressing urban heat islands.*

*Specific to the proposed development, an Environmental Impact Study and detailed Tree Inventory Study are required to be submitted to demonstrate the impact and mitigation measures recommended to protect the ecological features of the nearby watercourse and woodland. If any trees are proposed to be removed on the development site and it is determined that these cannot be feasibly protected, then tree replacement planting must occur at a replacement ratio that depends on the size of tree proposed to be removed. This, in addition to Landscape Plan requirements at the subsequent Site Plan Control stage will ensure that vegetation and tree planting measures are incorporated to help address urban heat islands.*

**45. Has a study been conducted on the potential wind tunnel effect of two columns of buildings perpendicular to the South shore of Lake Ontario, particularly on the residents of the Victoria Shores community bordering the South end of the proposed Development?**

*The applicant is required to submit a Wind Study to determine the wind impact of the development, inform development design to be wind responsive, and ensure that wind conditions on and around the development, including properties south of the subject site, are adequate. The potential channelling/venturi effect caused by the proposed building layout will be examined as part of the Wind Study.*

*The Wind Study will be reviewed and considered by the Town as part of the planning process specific to the proposed building heights and overall development design.*

**46. As shown during the presentation during the November 21, the proposed Development is to be a "net-zero carbon emission development." Can the Town of**

**Lincoln provide a detailed Plan how this objective is to be met, and in what period of time?**

<https://www.cagbc.org/our-work/certification/zero-carbon-building-standard/> <https://www.passivehousecanada.com/project-type/multi-unit-residential/>

*Staff note that the presentation on November 21<sup>st</sup> was made by the development team, wherein the developer referenced their general approach toward net-zero emissions. To date, there has been no formal planning application submitted to the Town, only a very high level concept to initiate high level feedback. The next step will be for the applicant to submit an application to establish land use permissions on the site related to the proposed concept through a zoning by-law amendment. This is still the preliminary stage of the process where feasibility is assessed along with other planning merits. Should the land use permissions be established, the next stage would be a detail design process (i.e., site plan application). At this point, design details pertaining to items such as low impact development and implementation of other sustainability features would typically be considered. Although this is a later stage, staff will be continuing to engage in this regard throughout.*

*Also, please note that the Town has included consideration of certain design features pertaining to climate change mitigation and low impact development in its technical design standards. Additionally, as part of the update to the Town's Official Plan that is ongoing, a separate section specifically related to Climate Change Adaptation and Mitigation is proposed. The draft Official Plan document is available here: <https://speakuplincoln.ca/shapelincoln>*

- 47. Has a study been performed per the “Lakeshore Capacity Assessment Handbook: Protecting Water Quality in Inland Lakes” by the Ontario Government to assess the environmental impact of the proposed Development on Lake Ontario? This planning tool is strongly recommended by the Ontario Government as an effective means of being consistent with the Planning Act, the Provincial Policy Statement (2005), the Ontario Water Resources Act and the Federal Fisheries Act. See: <https://www.ontario.ca/document/lakeshore-capacity-assessment-handbook-protecting-water-quality-inland-lakes#>**

*With respect to the proposed development, the Town requires that enhanced stormwater quality controls are provided to maintain Lake Ontario water quality in accordance with Provincial policy, applicable Acts, Regional requirements, and municipal design standards.*

*Please note, the Ministry of the Environment's "Lakeshore Capacity Assessment Handbook" provides guidance related specifically to Ontario's Precambrian Shield lakes – these are northern Ontario recreational inland lakes and not directly applicable to Lake Ontario. The purpose is to maintain water quality in these inland lakes which are being impacted primarily by sewage systems from houses, cottages, and campgrounds, as well as shoreline clearing and fertilizer use. The Town will utilize design standards and water quality requirements applicable to the development site, as described above.*

**48. Would the proposed Development require any form of shoreline protection on the shore of Lake Ontario?**

*Shoreline protection currently exists on the property through past construction. As part of the development application, a Shoreline Protection and Stability Study is required to be submitted for evaluation by the Town of Lincoln, the Niagara Peninsula Conservation Authority, and the Ministry of Natural Resources and Forestry. This study will evaluate current shoreline conditions and make recommendations on enhancement and restoration measures. This will help to establish development setback limits for the site.*

**49. How many stories below ground would the proposed Development go? What are the ground conditions on this property, and what means would be required to achieve the targeted excavation depth in close proximity to the lake? If explosives would be required, what studies will be conducted before the development approval is given on the potential impact of the shock waves on neighbouring house foundations and the shoreline protection along the properties on the north side of South Shore Blvd.**

*The development is proposed to incorporate one level of underground parking. The proposed development is required to submit a Geotechnical Study and Environmental Site Assessment, both of which will determine ground conditions on the property and any impacts to construction and excavation methods. These studies will inform the Town's review of the development application. Town staff note that the bedrock in the area is generally comprised of shale, which is typically able to be excavated without blasting.*

**50. The proposed Development would bring hundreds of condos, a hotel, parking facilities, roads and pathways. This would result in increased sewage, increased stormwater runoff, higher temperatures of water runoff, water runoff with traces of gasoline, oil, etc. from automobiles, noise pollution, air pollution, etc. Has a study been performed to define and describe the environmental footprint of the proposed Development?**

*To date, there has been no formal planning application submitted to the Town, only a very high level concept to initiate high level feedback. The next step will be for the applicant to submit an application to establish land use permissions on the site related to the proposed concept. This could be a zoning by-law amendment for example. This is still the preliminary stage of the process where feasibility is assessed along with other planning merits. Should the land use permissions be established, the next stage would be a detail design process (i.e., site plan application). At this point, design details pertaining to items such as low impact development and implementation of other sustainability features would typically be considered. Although this is a later stage, staff will be continuing to engage in this regard throughout.*

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