

Planning Justification Brief

Zoning By-law Amendment

3865 Wismer Street

Jordan Village, Town of Lincoln

December, 2025

Upper Canada Consultants

3-30 Hannover Drive

St. Catharines, ON L2W 1A3



UCC File No. 25132

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1.0 - INTRODUCTION

Upper Canada Consultants has been retained by the property owner, Len Pennachetti to prepare a Planning Justification Brief in support of an application for Zoning By-law Amendment required to facilitate the establishment of a private parking lot at the lands municipally addressed as 3865 Wismer Street, in Jordan Village within the Town of Lincoln.

The intent of this Brief is to provide an overview of the property and the proposal, to evaluate the applications against applicable Provincial, Regional and local land use policy and to demonstrate how the application represents good planning.

2.0 – BACKGROUND AND SITE CONTEXT

The applications pertain to the lands municipally known as 3865 Wismer Street in the Town of Lincoln. The property is located within Jordan Village and is bounded by Wismer Street to the north, Nineteenth Street to the east, and Main Street to the west.

The lands comprise approximately 998.32 square metres, with 45.04 metres of frontage on Wismer Street, 20.12 metres of frontage on Nineteenth Street, and 15 metres of frontage on Main Street.

The site is currently occupied by a single detached dwelling. This existing residential use is consistent with the Residential 1 (R1) zoning that applies to the property under the Town's Comprehensive Zoning By-law.

The surrounding area includes a mix of uses, including those within Jordan Village. To the north are single detached dwellings, including a home occupation. The commercial core of Jordan Village is located immediately to the south and west, with environmental lands situated further west. To the east, the area continues with single detached dwellings, transitioning further east into agricultural and institutional lands.

Figure 1 illustrates the subject lands and their surrounding context.



Figure 1 - Site and Area Context (Niagara Navigator 2023 Imagery)

3.0 - PROPOSAL

The proponent, Len Pennachetti of Cave Spring Winery, proposes to demolish the existing dwelling and construct a private surface parking area containing 25 parking spaces, inclusive of 2 barrier-free spaces. The parking area is intended to supplement staff parking for Cave Spring Winery's office, winery and Tasting Room, located approximately 20 metres from the subject lands within the Jordan Village Commercial Core (see **Figure 1**). **Figure 2** illustrates the proposed layout and design of the parking area and **Figures 3** and **4** display renderings demonstrating how the proposed parking area is expected to appear in the existing neighbourhood context.

Vehicular access to the site is provided via a single point of ingress and egress from Wismer Street. The driveway entrance is approximately centred along the Wismer Street frontage and aligns with an existing curb depression. The entrance leads to flanking perpendicular double-loaded drive aisles, providing efficient access to the parking spaces. Additional 1.5-metre bump-outs are provided at the ends of each drive aisle to assist with vehicle maneuverability. Direct pedestrian connections are provided from the parking area to the existing municipal sidewalks along Main Street and Nineteenth Street.

The parking area is framed by continuous perimeter landscaping, with enhanced buffering provided where the site abuts residential streets. A preliminary landscape plan has been submitted illustrating a mix of columnar and pyramidal tree forms, together with low-growing shrubs and grasses, which collectively provide year-round visual screening and a consistent landscaped edge.

In accordance with pre-consultation comments from the Town of Lincoln Planning Department, the proposed development requires approval of a Zoning By-law Amendment to permit the change in land use, as well as a Site Plan or Development Agreement to address technical matters including stormwater management, drainage, and landscape buffering.

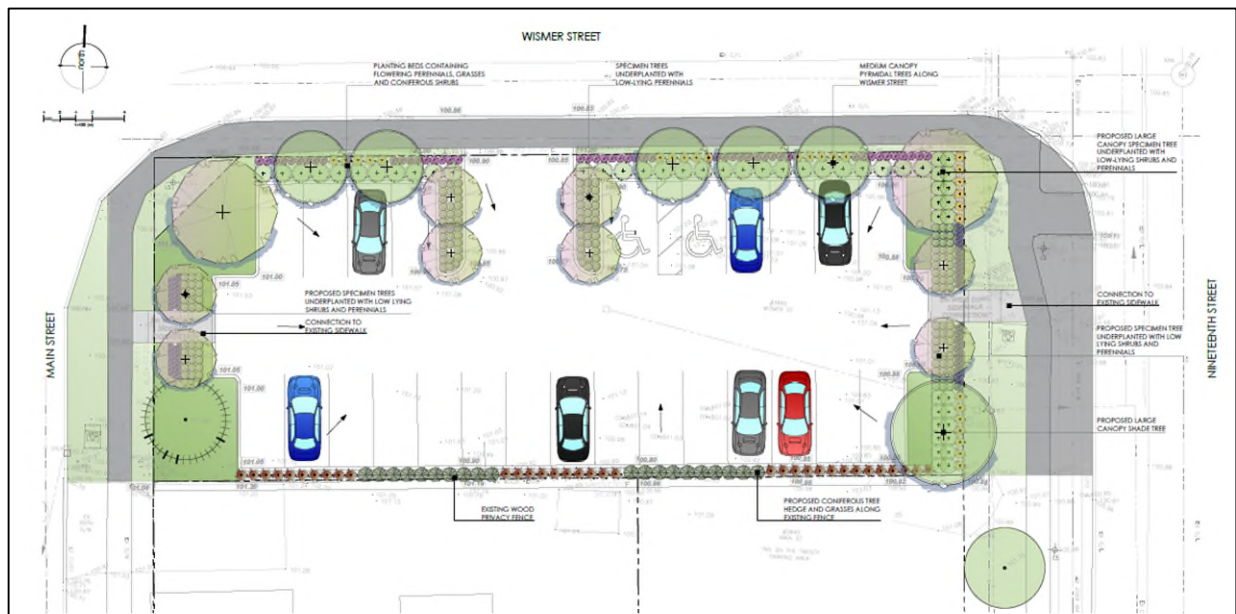


Figure 2 - Proposed Development



Figure 4 - Proposed parking area viewed from Wismer Street and Nineteenth Street



Figure 3 - Aerial view of the proposed parking area, viewed towards the south west

4.0 – PROVINCIAL PLANNING STATEMENT

The subject lands are located within the designated settlement area in accordance with the Provincial Planning Statement (2024), where the plan promotes compact and efficient development that contributes to the achievement of complete communities. The proposed surface parking area represents a low-impact, context-sensitive use that supports the immediate need of an existing commercial use located nearby, without introducing new buildings or intensification that would adversely affect surrounding uses. The proposal efficiently utilizes existing municipal infrastructure, consistent with PPS policies promoting the optimization of land, infrastructure, and public investment.

5.0 – NIAGARA OFFICIAL PLAN (2022)

The subject lands are located within the Urban Area as designated under the Niagara Official Plan (2022). Within Urban Areas, the Niagara Official Plan encourages growth that promotes a mix of land uses, a compact built form, and a vibrant public realm, supporting the creation of complete communities. The proposed parking area represents an efficient use of land that directly contributes to the functionality of the Jordan Village Commercial Core and supports Regional objectives related to complete communities.

6.0 – TOWN OF LINCOLN OFFICIAL PLAN

The Town of Lincoln Official Plan is the Township’s long-range planning document. The subject lands are located within the Jordan Secondary Plan Area where they are designated as “Mixed Use” as shown on Schedule A5 of the Official Plan (see **Figure 5**). Schedule A5 further identifies the subject lands as being within a “Gateway”.



Figure 5 - Excerpt from the Town of Lincoln Official Plan - Schedule 'A5': Jordan and Jordan Station

Jordan Secondary Plan (OP 3.1.15.3)

Mixed-use Policies (OP 3.1.15.3.3)

Lands designated as mixed-use in the Jordan Secondary Plan are subject to the policies under Section 3.2 of the Official Plan, which apply to all mixed-use areas in the municipality.

Objectives (OP 3.2.2)

The objective for the mixed-use designation is *“To provide for mixed use areas to accommodate intensification in the form of low and medium density residential, mixed use commercial and residential uses and small scale.”*

The proposal supports this objective by providing additional parking opportunities to support existing commercial activities in Jordan’s central business area. The parking area is small in scale and the proposed landscaping design provides an appropriate transition between the residential and commercial uses within Jordan.

Permitted Uses (OP 3.2.3)

The Official Plan states that permitted uses in mixed use areas may include single and semi-detached dwellings, townhouses, live-work units, small scale commercial uses such as offices, retail, service commercial uses, small scale creative cultural industries, bed and breakfast establishments and home occupations.

The Zoning By-law which implements the land use designations in the Official Plan, contains a more comprehensive list of permitted uses for the property. An application has been submitted to rezone the subject lands as General Commercial (Central Business District) (GC (CBD)). The proposed zoning is consistent with the zoning of other commercial properties in the Jordan Secondary Plan Area, and conforms with and appropriately implements the mixed-use policies under the Official Plan.

The General Commercial Zoning designation proposed for the subject lands permits standalone parking areas. As the proposed uses are permitted under the Zoning By-law, they are also considered to conform with the Official Plan.

Policies (OP 3.2.4)

- (a) Mixed use areas are to be developed in a linear or nodal form, in a compact manner, either as stand-alone uses or in mixed use buildings.***

The Jordan commercial area has been developed in a compact nodal form. By providing additional parking opportunities in proximity to the existing commercial uses, the proposed development supports the sustainability of these existing, desirable development patterns.

- (b) Mixed use areas are to be pedestrian oriented and transit supportive.***

The Town has recently completed the Jordan Village improvement project, which includes the provision of pedestrian-friendly infrastructure within the Jordan Secondary Plan area. The subject proposal includes sidewalk connections from the parking area to this existing pedestrian infrastructure which ensures the integration and accessibility of the development within the broader public-pedestrian network.

(c) The range and scale of uses permitted in the Mixed Use designation may be more precisely set out in the Zoning By-law.

The subject Zoning By-law Amendment seeks to rezone the subject lands as General Commercial (Central Business District). A standalone parking area is a permitted use under the General Commercial Zone.

(d) The height of buildings will be limited to 3 storeys to ensure compatibility with adjacent residential neighbourhoods.

This policy is not applicable as the proposal does not contemplate the construction of any buildings.

(e) Automotive uses and drive-thrus are not permitted within the Mixed Use designation.

In this context, “automotive uses” refers to uses that solely serve vehicular needs, such as mechanic shops and vehicle dealerships. The proposal, which is for a parking area to support commercial uses does not constitute an automotive or drive-thru use.

(f) Commercial uses shall not exceed 350 square metres of retail or service area.

As the proposal does not involve the construction of any buildings or structures, this policy is not applicable.

(g) No outdoor storage of any kind is permitted.

Outdoor storage refers to the storage of materials and supplies. The proposal does not include outdoor storage as contemplated in this policy.

(h) Commercial uses may be permitted in the Mixed Use designation subject to a Zoning By-law Amendment, provided that:

(i) The use will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;

The proposed parking area includes a single point of ingress and egress approximately centred on the Wismer Street frontage of the property, and corresponds with the location of the driveway serving the existing dwelling. This location ensures that there are sufficient sight lines to avoid conflicts at Main Street and Nineteenth Street.

(ii) The use can easily be accessed by pedestrians;

The proposed design includes sidewalk connections on the east and west sides of the parking area, to the existing municipal sidewalks on Nineteenth Street and Main Street which support pedestrian connectivity objectives.

(iii) The use is located on a site that has adequate land area to incorporate required parking, waste management facilities, landscaping and buffering on-site; and

The subject lands are of sufficient size to accommodate the proposed parking lot, along with adequate buffer area along the perimeter of the property to accommodate landscaping.

(iv) The scale, massing and siting of the development is compatible and consistent with development on adjoining lands.

The proposed parking area has been sited and designed to integrate with the existing streetscape and surrounding development context. The parking area is located closer to the southerly property line, adjacent to an existing private parking area, which establishes a compatible parking condition and minimizes visual impacts. A landscaped buffer is provided between the existing and proposed parking areas, contributing to site screening, visual separation, and mitigation of headlight glare and light trespass.

This siting allows for a larger setback from Wismer Street, enabling the retention of the existing tree in the south-west corner of the property, and creating space for substantial planting between the parking area and the municipal sidewalk. As shown on the submitted Landscape Plan, the perimeter landscaping enhances the streetscape, improves pedestrian comfort, and provides an effective transition between the parking area and the public realm.

(j) Commercial uses may be permitted to locate within the main floor of multiple residential, provided that the location and design of such uses are compatible with the main residential use and will conform to this section of the Plan. Zoning By-law Amendments passed in support of such a use may include site-specific regulations intended to limit the intensity of the use and maintain the character of the surrounding neighbourhood.

As no buildings or structures are proposed, this policy is not applicable.

(k) All development within the Mixed Use designation shall conform to the urban design policies in Section 8.6.

Conformity to the applicable Urban Design Guidelines in the Official Plan is evaluated under the applicable heading in this Report.

(l) All development within the Mixed Use designation shall be subject to site plan control in accordance with the policies in Section 9.10.

Review of technical matters will be addressed through the Site Plan control or Development Agreement process.

(m) Bed and breakfast establishments are subject to the provisions of Section 9.12 of this Plan.

A bed and breakfast establishment is not proposed and this policy is not applicable.

(n) Home occupations are subject to the provisions of Section 9.11 of this Plan.

A home occupation is not proposed and this policy is not applicable.

Community Design Guidelines (OP 8.0)

Section 8 of the Official Plan contains the Community Design Guidelines which ensure that prominent natural and cultural heritage features blend to improve the visual quality of all areas of the Town. Per Policy 3.2.4 (k), all development within the Mixed-use Designation must conform to the Official Plan policies under Section 8.6 of the Official Plan. The policies under Section 8.6.3.6 apply to development within Central Business District Areas, and are particularly applicable to the proposed development.

Urban Design (OP 8.6)

Policies for Central Business District Areas (OP 8.6.3.6)

(a) It is the Town objective to enhance the liveability and physical appearance of the Central Business Districts in the Town. All new development, redevelopment and intensification within the Central Business Districts shall conform to the Town Urban Design Policies.

Conformity to the applicable urban design policies is evaluated in this Planning Brief.

(b) All development shall include provision for pedestrians and cyclists including direct access to sidewalks, street furniture, bicycling parking, lighting and awnings.

The proposed development includes direct connections to the existing sidewalks on Main Street and Nineteenth Street.

(c) All new development, redevelopment and public works projects within the Central Business District shall be reviewed by the municipality in consideration of the following:

- (i) Redevelopment of a mix of uses at higher densities.***
- (ii) Redevelopment in appropriately scaled buildings that is located to help define the street edge and pedestrian zone.***
- (iii) Streetscape (including trees, special pedestrian lights, paving, signage) of the public streets to enhance the character and quality of the area, and the appeal of the shopping district for pedestrians.***
- (iv) Utilities should be clustered or grouped together where feasible to minimize visual impact. The Town encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateway, lamp posts, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.***

(v) Traffic calming measures including on-street parking incorporated within the road right-of-way.

Although no new buildings are proposed, the parking area has been designed to support the objectives of this policy by maintaining a defined street edge through landscaping, providing safe pedestrian connections to the public sidewalk network, and minimizing visual impacts along the streetscape.

(d) In order to ensure that new development which takes place on an infilling or redevelopment basis is compatible with its surroundings, special efforts will be required which will address the following:

- (i) The size, appearance and site treatment of projects will be compatible with the character of surrounding uses in terms of building height, building form and proportions, materials, landscape, building orientation and colour.***
- (ii) Exclusive use amenity areas shall be provided for the residential use and shall be separate from any public amenity area provided in conjunction with the commercial use.***
- (iii) Exclusive use parking spaces shall be provided for the residential use in conjunction with the requirements of the Zoning By-law.***
- (iv) Parking facilities in the front yard along public streets will be prohibited, save and except in circumstances where the development can only proceed with front yard parking and the development is deemed to be highly desirable by the Town.***
- (v) Bicycle parking in front of buildings along public streets is encouraged in order to provide for alternative forms of transportation.***
- (vi) Any portion of a building 3 storeys or higher shall be set back from any adjacent property designated or zoned for low density residential by a distance equal to its height.***
- (vii) The effect of the development upon surrounding uses shall be minimized through the assessment of shadowing and overlook.***

Although the proposal does not include residential buildings or development, the development has been designed to be sympathetic to surrounding land uses through the use of landscaping and perimeter buffering which mitigate visual impacts, thereby addressing the intent of this policy section.

(e) All development will be required to provide adequate buffering, screening, landscaping and separation distances to protect adjacent residential lands and adjoining natural resources.

The proposed parking area exceeds all required setbacks to public streets. The provided setbacks provide adequate space to accommodate landscape plantings to visually buffer the parking area from the public realm and adjacent properties, effectively helping to minimize light trespass from vehicle headlights. A Landscape Plan has been submitted demonstrating the proposed landscape plantings, and shows that a combination of low-lying shrubs and grasses as well as larger tree plantings are proposed to achieve these goals.

(f) No development will be considered unless adequate servicing and off-street parking can be provided. Access/egress to and from major collector roads will be limited to no more than two locations.

The proposed development is intended to provide additional parking opportunities for an existing business, and has the effect of reducing reliance on on-street parking. A single point of access to the parking area is provided via Wismer Street which is not a major collector road.

(g) New buildings and redeveloped buildings shall comply with the following policies:

These policies are not applicable as a parking area is not considered to be a building.

(h) The design of new sites and redeveloped sites shall comply with the following policies:

(i) Shared driveways between adjacent development lots are encouraged to maximize landscaped areas and minimize pavement.

The parking area has been deliberately designed to avoid large, continuous paved areas through the incorporation of landscape buffering both along the interface with the adjacent parking area and between the parking area and the proposed streets. The perimeter landscaping also minimizes light trespass from vehicle headlights. This design approach reduces the visual dominance of paved parking areas and achieves the intent of this policy.

(ii) Parking or drive aisles should not be located between a public street and a building.

(iii) Parking areas should be located at the side or rear of the building.

While these policies are framed around development containing a building, the proposed stand-alone parking area satisfies their intent by incorporating landscape buffering to reduce the visual prominence of parking along the public street.

(iv) Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide direct pedestrian connections to building entrances.

The provided perimeter landscaping provides adequate visual relief for the proposed parking area, consistent with the intent of this policy. Given the modest size of the proposed parking lot, internal landscape islands are not necessary to achieve this intent.

(v) Parking areas located adjacent to public streets shall be separated by a landscaped setback to mitigate views of large areas of parked cars from adjacent streets.

The proposed parking area exceeds all required setbacks to the adjacent public streets, ensuring that sufficient space for landscaping is provided. The proposed landscape plantings demonstrated on the submitted Landscape Plan effectively minimizes light trespass from vehicle headlights.

(vi) Streets and main drive aisles within a site function as internal streets and should be designed to look, function, and have the attributes of a public street with sidewalks, boulevard trees and pedestrian-scale lighting.

The proposed parking area is not of a sufficient scale to function as a public street. The development does contribute to the functionality of the existing public streets through the use of boulevard tree plantings and sidewalk connections to the municipal sidewalk.

(vii) Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along the street.

The proposed landscape design includes a combination of tree types, together with low-growing perennial shrubs and grasses, to provide effective screening of the parking area while visually enhancing the site. The planting creates a consistent landscape treatment along the street edge and functions as a continuous buffer between the parking area and the public realm. The selected plant materials provide year-round structure, ensuring that the screening effect is maintained during the winter months.

(viii) Landscape design should relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing, and sightlines.

Although this policy focuses on landscaping in relation to building architecture, the proposed plantings introduce visual interest and cohesion across the parking area, and maintain a high-quality streetscape. In this way, the design achieves the intent of the policy by creating a structured and visually appealing site.

(ix) Amenities such as seating, waste receptacles, pedestrian-scale lighting, awnings, and bicycle racks should be coordinated throughout the site and with the public street to create a consistent theme.

The proposed parking area does not require amenities.

(x) Attractive, safe, direct, and barrier-free walkways should be provided from buildings to public sidewalks. Walkways should be uninterrupted by parking or drive aisles and consist of paving other than asphalt.

While the development does not include a building, as envisioned by this policy, the development does include barrier-free access from the parking area to the municipal sidewalk, consistent with the intent of this policy.

(xi) Landscape lights shall be provided to illuminate paths of travel and outdoor amenity areas. The placement of landscape lights shall consider adjacent development.

The subject lands benefit from proximity to existing streetlights. Additional on-site lighting opportunities can be explored further through the Site Plan Approval Process.

(xii) Access to loading and servicing areas should be separated from pedestrian areas and routes.

(xiii) Loading, service, and outside storage areas shall not face the public street. Where site-planning constraints necessitate these areas in visually prominent locations, they should be screened with architectural elements and/or landscaping.

The proposed parking area does not include loading or service areas.

(xiv) Garbage storage areas should be internal to the building.

The location of garbage storage can be determined through the Site Plan Approval Process.

(xv) Signage should provide a high level of clarity, visibility, and visual interest with minimal visual clutter.

(xvi) Signage should complement the architecture of the building(s) in its scale, materials, consistency and design. Signage for individual units should be consistent.

No signage is proposed.

(xvii) Utility equipment, hydro transformers, and switching boxes should be located within the building. If this is not possible, they should be positioned to not be visible from the public street and shall be incorporated into the design of the building and site landscape.

The location of any required utility infrastructure can be addressed through the Site Plan Approval process.

7.0 – TOWN OF LINCOLN ZONING BY-LAW

Schedule A to the Town's Official Plan shows that the subject lands are Zoned as Residential 1 (R1) (see **Figure 6**). The current Zoning designation reflects the property's existing residential uses.

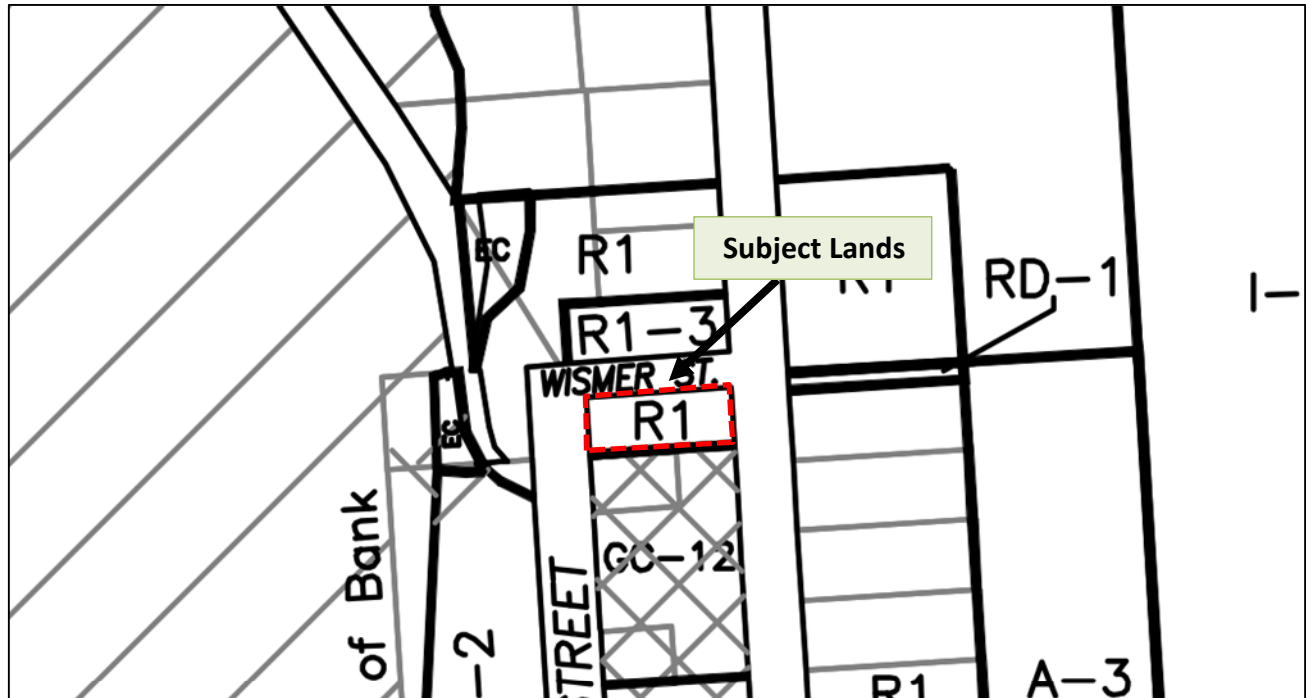


Figure 6 - Excerpt from Town of Lincoln Zoning By-law Schedule 'A6'

7.1 – Proposed Zoning By-law Amendment

A Zoning By-law Amendment is required to permit the proposed use of the property for a private parking area. It is proposed that the lands be rezoned as General Commercial (Central Business District) Zone, which permits parking areas, in addition to a variety of other commercial uses. The General Commercial Zoning category is consistent with the Zoning designation of other commercial properties in Jordan, and conforms with the Mixed Use policies under the Official Plan.

The development is subject to the lot requirements of the General Commercial (Central Business District) Zone and the general provisions for parking areas in Commercial Zones. The zoning standards for setbacks, lot coverage, and landscape open space do not apply in this case because the Zoning By-law specifies that these requirements relate to buildings and structures, and a parking area does not meet the defined criteria for a building or structure. Instead, performance standards for parking areas are governed under Section 4.2.3 of the Zoning By-law which contains the regulations for parking in commercial zones. Under this section, parking areas are required to be a minimum of 1.5 meters from a streetline or rear lot line, and 3.0 meters from a Residential or Institutional Zone.

Conformity to the applicable Zoning requirements is demonstrated in **Table 1**, below.

Table 1 - Zoning Compliance			
Section 7: General Commercial (Central Business District)			
Provisions	Requirement	Provided	Proposed Provision
Minimum Lot Area	No Minimum	998.32m ²	No Change
Minimum Lot Frontage	No Minimum	15,0m	No Change
4.2.4 Parking for Commercial Zones			
Parking area shall be located within 1.5m of a street line or a rear lot line		1.78m from a street line	No Change
Schedule B – Parking Requirements			
Parking Space Requirement	2.75m x 5.8m	2.75m x 5.8m	No Change
Aisle Width	6.7m	6.0m	6.0m
Accessible Parking Requirements	4% of the total number of spaces (4% of 25 = 1 required space)	2	No Change

Requested Site Specific Relief

Drive Aisle Width

The Zoning By-law requires a minimum drive aisle width of 6.7 metres, whereas a reduced width of 6.0 metres is proposed. The reduction in aisle width allows for the provision of additional landscape buffering along the north and south property lines, while maintaining the full functionality of the parking area.

The proposed 6.0-metre aisle is sufficient to accommodate two-way vehicular traffic as demonstrated on the submitted Site Plan drawing, and 1.5-metre bump-outs are provided at the ends of the parking aisles to further assist with vehicle maneuverability.

The drive aisle meets the full 6.7-metre requirement at the interface with the public street, where traffic volumes and turning movements are greatest, thereby avoiding potential conflicts at the highest-use location.

8.0 - PLANNING POSITION

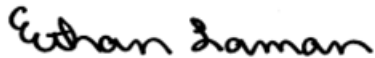
The submitted Zoning By-law Amendment proposes the establishment of a, 25-space surface parking area at 3865 Wismer Street to support the immediate staff parking need of Cave Spring Winery's office, winery, and Tasting Room located in the Jordan Village.

The proposed development has been designed to integrate well and remain compatible with the surrounding area through the use of perimeter landscaping that provides visual screening and enhances the public realm, while also ensuring that the parking area is functional.

The development conforms with Provincial, Regional, and Town of Lincoln planning policies, supporting efficient use of land and infrastructure, complete community objectives, and compatibility with the existing Jordan Village context. The proposed Zoning By-law Amendment to General Commercial (Central Business District) aligns the property with surrounding commercial uses and enables a low-impact, context-sensitive development.

Based on the preceding, the proposal represents good planning, and should be supported.

Respectfully submitted,

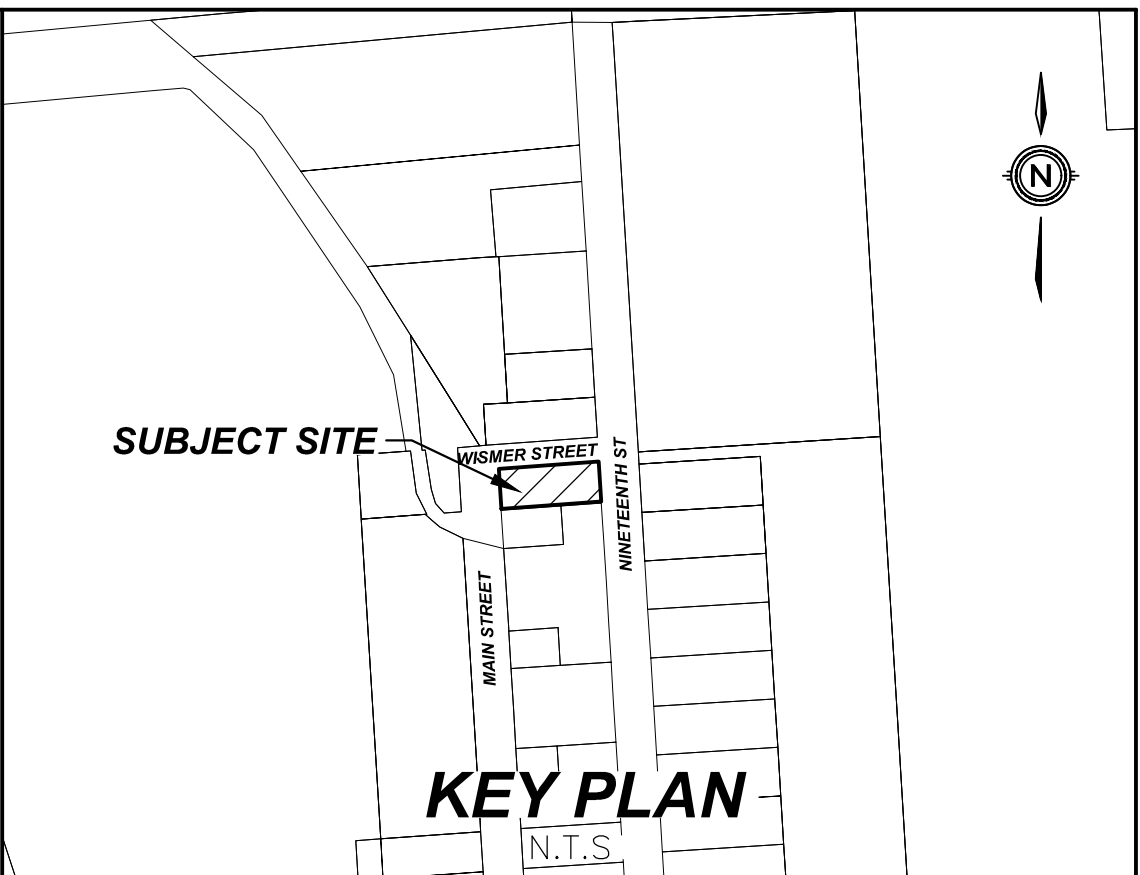
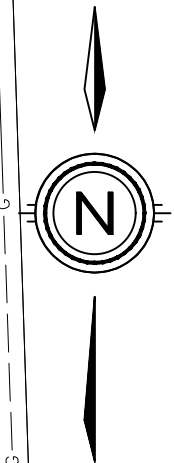
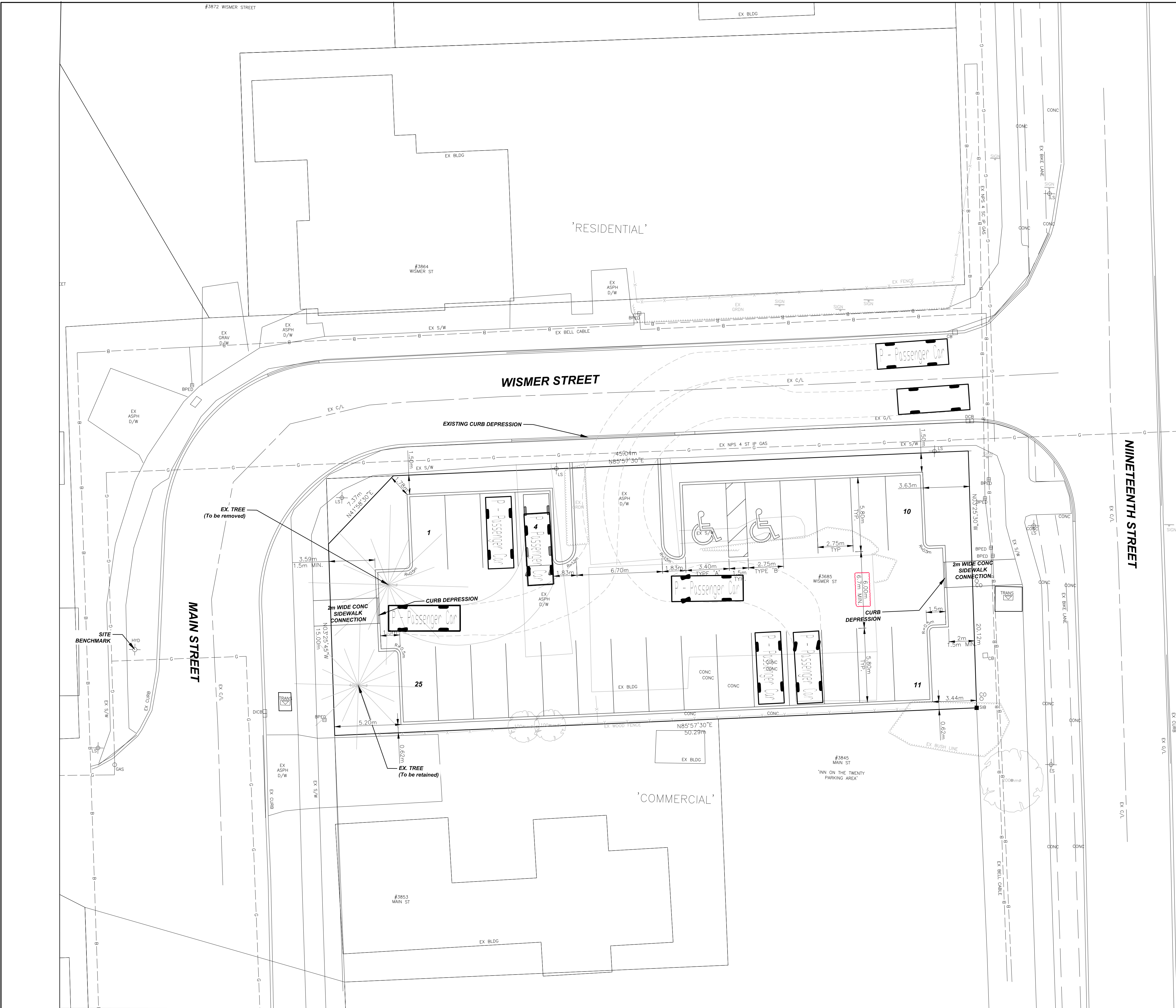
A handwritten signature in black ink that reads "Ethan Laman". The signature is written in a cursive, flowing style.

Ethan Laman, BURPL., MCIP, RPP
Senior Planner
Upper Canada Consultants

Appendix I

Site Plan





LEGAL DESCRIPTION

PART OF LOT 26
EAST SIDE MAIN STREET
BLOCK 2
REGISTERED PLAN No. TP 3
TOWN OF LINCOLN
REGIONAL MUNICIPALITY OF NIAGARA

ZONING MATRIX

PROVISION	GENERAL COMMERCIAL CENTRAL BUSINESS DISTRICT (CBD)	PROVIDED
PERMITTED USES: PARKING AREAS		
MIN. LOT AREA	No Minimum	998.32m ²
MIN. LOT FRONTAGE	No Minimum	15.0m
4.2.4 PARKING FOR COMMERCIAL ZONES		
PARKING AREA SHALL BE LOCATED WITHIN 1.5m OF STREETLINE OR REAR LOT LINE		
FRONT STREET LINE: 1.78m REAR LOT LINE: 2.0m		
GENERAL PROVISIONS		
PARKING SPACE SIZE REQUIREMENTS: 2.75m X 5.8m 6.7m AISLE		
ACCESSIBLE PARKING SPACE REQUIREMENTS: 13 to 100 required parking spaces; 4% of total number of spaces (1)		
		2

SITE STATISTICS

AREA	Ha.	% COVERAGE
ROAD/DRIVEWAY/PARKING	0.072	72.00
LANDSCAPING	0.028	28.00
TOTAL	0.100	100.00
DEVELOPABLE AREA		0.100 ha.
PARKING SPACES PROVIDED TOTAL		25

0	ISSUED FOR REVIEW	2025-12-17	ND
#	REVISION	DATE	INIT

- NOTES:
- THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
 - PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
 - ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING	ND
DESIGN	KT
CHECKED BY	JS
APPROVED BY	KT



30 Hannover Drive Unit 3
St. Catharines, Ontario
L2W 1A3
Phone: (905) 688-9400
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3865 WISMER STREET
TOWN OF LINCOLN

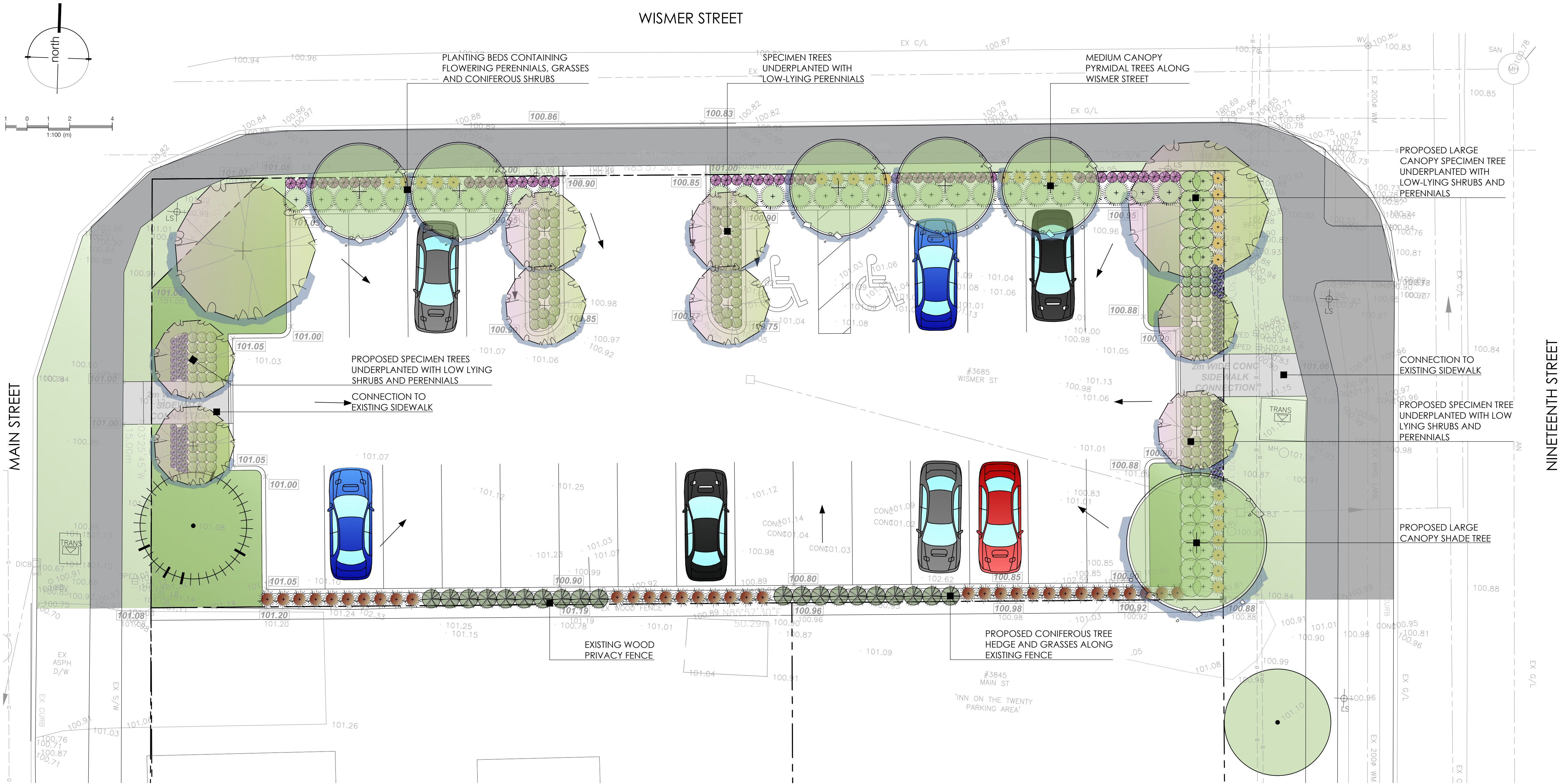
SITE PLAN

CONSULTANT FILE No.	25132
DATE	2025-12-17
PRINTED	2025-12-22
SCALE	1:150 m
REF No.	
DWG No.	25132- SP
REV	0

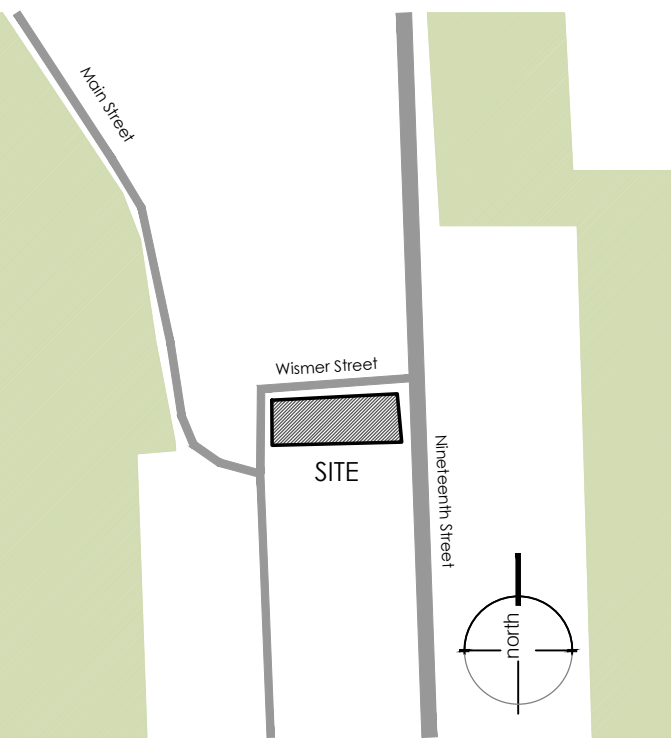
Appendix II

Landscape Plan

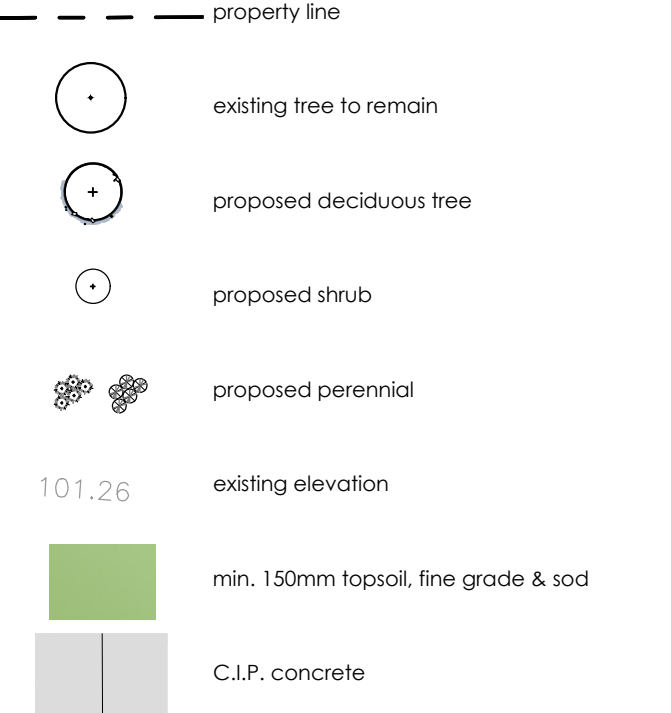




KEY MAP - N.T.S.



LEGEND



NOT FOR CONSTRUCTION
ISSUED FOR REVIEW & COMMENTS ONLY

#	DATE	DESCRIPTION
1	2025-12-16	Issued for review
2	2025-12-19	Issued for review

STAMP



CLIENT
Upper Canada Consultants
Planning & Engineering
MUNICIPALITY
Town of Lincoln

PROJECT
3865 Wismer St,
Jordan, ON

MUNICIPAL FILE NUMBER

SHEET
Landscape
Concept Plan
LC-01

adesso design inc.
landscape architecture

69 John Street South, Suite 250
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t. 905.526.8876
www.adessodesigninc.ca



PYRAMIDAL TREES UNDERPLANTED WITH LOW-LYING SHRUBS AND PERENNIALS



PLANTING BEDS CONTAINING FLOWERING SHRUBS AND PERENNIALS



PLANTING BEDS CONTAINING ORNAMENTAL GRASSES



CONIFEROUS HEDGE ALONG EDGE OF PARKING LOT



LARGE CANOPY SPECIMEN TREE

LANDSCAPE NOTES:

- All work to be carried out in accordance with by-laws and codes having jurisdiction over site location.
- Complete all work to the satisfaction of the Landscape Architect.
- Report any changes, discrepancies or substitutions to the Landscape Architect for review. Obtain approval from the Landscape Architect before proceeding.
- It is the contractor's responsibility to determine existing service locations.
- Exact locations of plant material will be determined by placement of site services such as hydro vaults, meters, utilities roof rain water leaders, driveways, light standards, etc.
- All plant material locations to be staked or marked out and approved by Landscape Architect prior to installation.
- Supply all plant material in accordance with the Canadian Standards for Nursery Stock (9th ed.).
- Install plant material according to details shown.
- Supply and place mulch in accordance with Canadian Landscape Standard (Section 10, Mulching). Disturbed soil areas around trees and shrubs are to be covered with shredded conifer bark mulch such as 'Cedar Bark Mulch' by All Treat Farms or 'Classic Cedar Mulch' by Gro-Bark, or approved equivalent. Alternative mulches must be approved by the Landscape Architect.
- Contractor to utilize layout dimensions where provided.
- Provide planting bed area as noted on the drawing or to accommodate mature size of plant material.
- All support systems must be removed by the contractor at time of final acceptance. No extras will be paid to complete this work.
- Supply and place topsoil in accordance with Canadian Landscape Standard (Section 4, Grading & Drainage and Section 6, Growing Medium) to a minimum depth of 150mm unless otherwise specified.
- Supply and place sod in accordance with Canadian Landscape Standard (Section 7, Lawns & Grass and Section 8, Turfgrass Sod) unless otherwise specified.
- Supply and place seed in accordance with Canadian Landscape Standard (Section 4, Grading & Drainage and Section 6, Growing Medium) unless otherwise specified. All 5:1 or greater slopes to be seeded with facier. Contractor to provide necessary erosion control protection as required to ensure soil stabilization and proper seed germination.
- All dimensions in meters unless otherwise noted.
- If discrepancies arise between plant material count shown on drawing and plant list, the drawing shall be considered correct.
- Contractor to provide minimum one (1) year warranty (including trees on municipal property) from date accepted on all work unless otherwise specified.
- Any site plan or grading and servicing shown is for information only. Refer to approved drawings.
- Not for construction unless stamped, signed and dated by Landscape Architect.
- Approval of landscape plan to be obtained from municipality.
- All plant material to be planted a minimum of 1.0m from any swales or ditches.
- For grading and servicing information refer to the consulting Engineer's drawings.
- For lighting information and power distribution refer to the electrical consultant's drawings.

Appendix III

Preliminary Discussion Comments





4800 SOUTH SERVICE RD.,
BEAMSVILLE, ON L3J 1L3
905-563-2799

Pre-Discussion Meeting
CN: A02
Location: 3865 Wismer Street

1.0 Purpose

Convert the property into a privately owned, publicly accessible parking area.

2.0 Town of Lincoln Comments

2.1 Planning Designations

2.1.1 Official Plan Designations

The subject lands are subject to the Mixed Use and Jordan Secondary Plan policies and in the Town's Official Plan.

2.1.2 Zoning By-law Designations

The subject lands are designated as Residential 1 (R1) within the Town's zoning by-laws.

2.2 Planning Department Comments

2.3.1 Official Plan Comments

The Mixed-Use policy allows for properties to be intensified in the form of low and medium density residential, mixed use commercial and residential uses and small scale commercial uses. This may include single and semi-detached dwellings, townhouses, live-work units, small scale commercial uses such as offices, retail, service commercial uses etc.

While automotive uses and drive-thru's are prohibited in the Mixed-Use policy area, parking areas are not classified as an automotive use. For reference, automotive uses are defined in Section 2.24 of the Town ZBL as *"the use of land, buildings and structures or a portion thereof, as a vehicle fueling station, vehicle sales and rental establishment, or vehicle service and repair establishment or vehicle wash establishment but shall not include a "Truck Stop".*

An Official Plan Amendment will not be required to establish a parking area on the subject lands.

When considering whether the proposed parking area is appropriate for the subject lands, Town Planning staff will look at its compliance with the following policies:

- **Commercial uses may be permitted in the Mixed Use designation subject to a Zoning By-law Amendment, provided that (3.2.4h):**
 - i. **The use will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;**
 - ii. **The use can easily be accessed by pedestrians;**
 - iii. **The use is located on a site that has adequate land area to incorporate required parking, waste management facilities, landscaping and buffering on-site; and**
 - iv. **The scale, massing and sitting of the *development* is compatible and consistent with *development* on adjoining lands.**
- **Parking areas in the Central Business District shall conform to the following design policies (8.6.3.6)**
 - v. **Parking areas located adjacent to public streets shall be separated by a landscaped setback to mitigate views of large areas of parked cars from adjacent streets.**
 - vi. **Streets and main drive aisles within a site function as internal streets and should be designed to look, function, and have the attributes of a public street with sidewalks, boulevard trees and pedestrian-scale lighting.**
 - vii. **Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along the street.**

2.3.2 Zoning By-law Comments

The Residential 1 (R1) zoning designation does not allow for a parking area on the subject lands. As such, the property will need to be rezoned to General Commercial (Central Business District) (GC)(CBD) as this zoning designation is present on the lands to the south and allows for the establishment of a parking area.

Town staff can support this rezoning application in theory provided that the Official Plan policies mentioned above are supported. In addition, Planning will need to identify how access to the parking area from a municipal street will be provided.

Please note that all proposed development applications within the urban areas of Lincoln are required to provide a Tree Inventory and Preservation Plan (TIPP) to the Town prior to their removal or development activities. The TIPP must reference the Town's requirements which are attached for your reference.

2.3.3 Site Plan Approval

At this time, Town Planning staff are not sure whether the proposed parking area could be approved via a site plan application or a site alteration permit.

2.4 Development Engineering

Development Engineering staff offer the following comments on the proposed development:

Storm Water

- A Stormwater Management Brief will need to be submitted to the Town for review. This Report/Brief is required to demonstrate how the proposed development will control runoff volumes to pre-construction levels once the development has been completed during 5- and 100-year storm events.
- Consideration for LID alternatives are to be considered first. If traditional means are proposed, servicing report to include a section on why LID alternatives are not utilized on the site.
- Plans and designs are to meet all requirements of the Stormwater Management Criteria identified by the MECP Design Criteria and CLI-ECA Appendix A as well as the Town's Municipal Design Standards. This includes
 - o All drainage is to be contained within the subject lands,
 - o Where required, an inspection maintenance manhole is to be located near the property line and clear of any other stormwater features to ensure that proper CCTV and cleaning equipment can be used.
 - o If an OGS is required, an addition maintenance hole is to be added inside of the property line.
 - o For any conveyance or management facilities, detailed design information is to be provided with MECP Form SW1 or SW2.
 - o Construction of storm related works cannot be completed until the appropriate authorization forms have been signed by the Town and/or MECP.
 - o Following construction, a letter signed by the inspecting engineer confirming construction meets the design and approval documents is to be provided prior to final sign off from the Town. Any discrepancies requiring additional works or modifications due to the design not being followed will be the responsibility of the builder/developer.

Required Permits

- A Water Service Utility Permit must be obtained prior to any work occurring within the Town's Right-of-Way.
- An Entrance Permit will need to be obtained prior to any work occurring on the proposed or existing driveway.

General Notes:

- All changes to approved drawings must be first approved by the Town prior to construction starting. An engineering firm is not authorized to permit any changes to Town approved plans.
- Certification of the constructed services and work is to be submitted by a licensed engineering firm once all work is completed.

- As-builts drawings are to be submitted to the Town's Technical Services Department and use total station technology in NAD_83_UTM_ZONE-17N grid coordinates.
- If any changes are made to the approved plans during construction, the as-built drawings must be submitted to the Town.

2.5 Lincoln Fire Department

The Town's Fire Department was not circulated for comment.

3.0 Required Documents

Each of the following planning applications will require one (1) hard and one (1) electronic copy of the following documents.

Please note that per Section 1.0.1 of the Planning Act and Section 9.16 of the Town's Official Plan, all documents that are required for a Planning Application to be deemed complete by the Town can be provided to outside agencies and members of the public for review upon request.

	ZBA	SPA/ Site Alt.	Applicable Information
Application Form	X	X	
Detailed Breakdown (per linear cost) for Appendix A Cost Estimate Form		X	
Application Fees	X	X	
Draft Zoning By-law Amendment	X		
Property Deed	X		
Property Survey	X	X	
Planning Justification Brief			
Conceptual Site Plan	X	X	
Landscape Plan	X	X	
Sweep Path Analysis		X	May be required depending on comments from Fire Department and/or design of parking lot.
Stormwater Management Brief		X	
Lot Grading Plan		X	
Servicing Plan		X	
Photometric Plan		X	

4.0 Fees

4.1 Town of Lincoln Fees

Please note that the following Town Fees are valid till **December 31, 2025** and may increase after this date:

Application	Fee
Zoning By-law Amendment – Minor	\$16,068.00
Development Agreement Application	\$9,710.00
Site Plan Approval (New Building/ New Agreement) – Base Fee	\$13,926.00
Site Plan Administration Fee: • 5% of the total cost of works and services up to \$100,000 plus, • 4% of the total cost of works and services in excess of \$100,000 and up to \$500,000 plus, • 3% of the total cost of works and services in excess of \$500,000, plus • 100% of all legal costs.	
Building Permit Fees	See Town Website for Fees
Cash in Lieu	As per Parkland Dedication and Cash in Lieu of Parkland By-law

Please note that other fees may be applicable. It is suggested that the applicant visit the Town of Lincoln's website to view a full set of the development application fees that may be incurred for this proposal.

Please note that legal fees not included/built into the above-mentioned application fees will be expensed to the applicant.

5.0 Validity of Comments

Please note that the comments provided for this development proposal are valid for one full year from the date on this letter.

If you have any questions about any of the comments in the pre-consultation meeting minutes please do not hesitate to contact me via e-mail (jwarkentin@lincoln.ca) or by phone at 905-563-2799 x503.

Sincerely,

Joshua Warkentin,

Senior Planner