VOLUME

2

Secondary Plans



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PART 1 – *SECONDARY PLAN POLICIES*

1.1 Introduction

Secondary plans are prepared for the purpose of guiding growth, development, redevelopment, infrastructure planning, and community design within specific settlement areas of the Town. Secondary Plans provide more detailed policy direction to implement the objectives, land use designations, and policies of this Plan, and support the development of complete communities.

Secondary Plans establish a comprehensive, local planning framework addressing matters including land use, transportation, servicing, natural heritage protection, urban design, parks and public realm, phasing, and implementation in a coordinated manner consistent with this Plan, the Provincial Planning Statement, and applicable Provincial plans.

Secondary Plans may be prepared by the Town or be privately initiated.

1.2 General Policies

(a) Secondary plans should be prepared for:

(i) Large scale development and redevelopment in existing designated growth areas where direction is required to co-ordinate planning and the efficient use of land and infrastructure;

(ii) Designated Growth Areas undergoing major change, in particular:
- Areas with desirable characteristics or functions which should be promoted and enhanced;
- Areas identified for intensification; and
- Areas undergoing substantial transition, in need of revitalization, new investment and/or coordinated approach; and

(iii) Other areas as determined by the Town where a comprehensive planning framework is required to achieve the objectives of this Plan.

(b) Secondary Plan policies and schedules shall ensure the following for community or employment areas, as applicable:

(i) A diversity and mix of land uses;
(ii) A mix of built form;
(iii) High quality urban design and public realm;
(iv) Provision of parks and open space;
(v) Appropriate refinement and implementation of the natural environment system;
(vi) Adequate provisions of infrastructure, including active transportation;
(vii) Planning approaches that support sustainable and resilient communities; and
(viii) Co-location of public service facilities within community hubs, where appropriate, and adapting existing public service facilities and spaces as a priority.

(c) Prior to preparing a Secondary Plan, either by the Town or privately initiated, a terms of reference shall be prepared in consultation with agencies and stakeholders as

appropriate and approved by the Town. The terms of reference shall set out the project scope and required supporting technical studies.

(d) The following Secondary Plans have been integrated with the Residential designation framework of this Plan and shall be read in conjunction with the policies of this Official Plan:

(i) Prudhommes Secondary Plan; and
(ii) Beamsville GO Transit Station Secondary Plan.

The boundaries of each Secondary Plan Area are delineated on Schedule ‘B’ to this Plan.

Prudhommes Secondary Plan

PART 2 – *PRUDHOMMES SECONDARY PLAN*

2.1 Introduction

2.1.1 Purpose

(a) The purpose of the Prudhommes Secondary Plan is to provide a detailed land use and policy framework for the regulation of development within the Secondary Plan Area in the Town of Lincoln.

2.1.2 Location

(a) This Secondary Plan Area is located in the northeast part of the Town of Lincoln bordered by Lake Ontario to the north, the Queen Elizabeth Way (QEW) to the south, Victoria Avenue North to the west, and existing residential properties to the east - east of the Jordan Road interchange.

(b) The Secondary Plan Area encompasses a total area of approximately 50 hectares (124 acres), with approximately 3 kilometres of Lake Ontario Shoreline. The Area includes tremendous views from the QEW out to Lake Ontario and inland up Jordan Harbour.

(c) This Secondary Plan applies to the lands within the Secondary Plan Area as identified on Schedules ‘B’, ‘B1’, B2’, B3’, B4’, and ‘B5’ to this Plan.

2.2 Interpretation

(a) This Secondary Plan Area shall be developed over time in accordance with the policies of this Secondary Plan, in conjunction with the applicable policies of the Official Plan of the Town of Lincoln (the Official Plan). Where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail.

(b) Inherent to this Secondary Plan is the principle of flexibility in text and in mapping. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and urban structure of this Secondary Plan are maintained, to the satisfaction of the Town.

(c) Local roads can be public or private as long as they follow the general alignment and design policies to the satisfaction of the Town.

2.3 Vision and Objectives

2.3.1 Vision Statement

Prudhommes will be a successful, diverse, walkable, mixed-use waterfront neighbourhood – adding an exciting and evolving destination within the broader Niagara Region. It will leverage and connect all that the Niagara Benchlands Area has to offer. It will demonstrate the best practices in community building – socially, economically, and environmentally.

The Vision Statement is further articulated through a number of more contextually specific statements that have shaped the development of this Secondary Plan, including direction to create:

(a) A central Main Street that terminates at a waterfront park with buildings that front, face, and feature the main street, the waterfront; and views to Lake Ontario;

(b) A well-designed and connected community of residential neighbourhoods that provide for a range of housing types, mixed-use developments, retail and service commercial uses, office uses, and community facilities;

(c) A connected system of natural features recognizing the constraints of the Lake Ontario Shoreline, while promoting leadership in sustainability and green building technology;

(d) A height strategy that includes low-rise buildings at the east end of the site, adjacent to Victoria Shores and other existing residential uses, with a distinct transition in height, with taller buildings towards the east end, The tallest buildings will become landmarks, framing the views to Lake Ontario and Jordan Harbour;

(e) A public open space network that includes a waterfront park that is connected to the existing natural features and the community. Continuous public access along the waterfront shall be provided and will incorporate key connecting links to the planned street network;

(f) A multi-modal, active transportation network that promotes walking and cycling. The street network will be a highly interconnected network that could include public and private roads that promote ease of access, orientation, and safety for pedestrians, cyclists, and motor vehicles. Streetscape design will establish a comfortable pedestrian environment; and

(g) A transit-ready community where development incorporates opportunities for any future GO Transit, intra-municipal, or other transit system investments. Any transit introduced into the area will be supported by the high-quality public realm and appropriate built form.

2.3.2 Objectives for Achieving a Successful Community

(a) Fundamental to realizing the Vision Statement are a number of objectives that are intended to provide the framework for achieving a successful community. These objectives are as follows:

Complete Community Objectives

(b) A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range and mix of housing including affordable housing, public services and community infrastructure, and a robust open space system. Convenient access to public transportation and options for active transportation are crucial elements of a complete community. Objectives are:

(i) To support the creation of a complete community with easy access for all residents to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services, and amenities; and,

(ii) To encourage the development of a complete community that includes higher intensity-built forms and land uses as a way of reducing land consumption and maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher intensity forms of housing may also enhance life cycle and affordable housing options.

Quality Objectives

(c) A high quality and ultimately a beautiful community includes well designed buildings, streetscapes, parks and open spaces. A beautiful community protects natural features and viewscapes and includes an accessible and well-designed system of public parks and open spaces that celebrate the site and provide opportunities for enjoyment by the entire population. A high-quality community includes destinations, landmarks, and gateways that distinguish it within its context and establish a sense of place. Crucial to a high-quality community is the attention to the interplay among built form, the public realm, and the natural environment. A high-quality community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are:

(i) To develop a welcoming community that encourages and supports active living, social engagement, civic pride, and the creation of a sense of place and well-being. Fundamental to achieving this objective is the celebration of the views to, and over, the water, and public access to the water's edge;

(ii) To include landmarks and gateways that clearly identify where you are, and when you have arrived. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the community. Landmarks and gateways can include buildings, structural elements, and/or landscape features;

(iii) To build beautiful public and private streets and streetscapes. Streets need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining and animating the street edge and creating the image and character of the community. Together the roads and the adjacent building facades create a streetscape;

(iv) To ensure that parks and open spaces, including the existing natural features, are beautiful, accessible, and linked. Parks and open spaces need to be

visible and accessible from, and integrated with the street network, and include a full array of opportunities for outdoor festivals, recreation and play, as well as quiet contemplation. High quality landscape architecture will ensure that these outdoor spaces include public art and appropriate grading, paving, and planting materials that celebrate the landscape context; and,

(v) To require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of height and scale, and a diversity of style that may be defined through building materials, colour, and architectural details. Views into the community from the QEW present unique opportunities for raising the bar of urban design to showcase that a high-quality destination can cater to both residents and visitors.

Healthy Community Objectives

(d) A healthy community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental well-being are the necessary components of public health. The built environment should be designed to create opportunities that encourage residents to be physically active and socially engaged. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. Objectives are:

(i) To plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities, the Town and to transportation systems that serve the broader Region;

(ii) To design the community around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities, within walking distance to promote walking and cycling and which, in turn encourages daily physical activity and lessens the dependence on automobiles;

(iii) To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian comfort and to create enjoyable and safe environments through which to travel; and,

(iv) To plan for “age-in-place” facilities within the community that anticipate changing housing needs for an ageing population.

Sustainability Objectives

(e) A sustainable community is economically, environmentally, and socially healthy and resilient. It meets the challenges of climate change and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of others. A sustainable community manages its human, natural and financial resources equitably and takes a long-term view – one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water, carbon, and waste. Objectives are:

(i) To protect and enhance local and regional ecosystems and biological diversity;
(ii) To promote responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demand for energy, water and waste systems;
(iii) To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources;
(iv) To incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment; and,
(v) To require a transportation system that reduces reliance on the automobile as the primary mode of transportation, promotes active transportation and is transit ready.

Resiliency Objectives

(f) A resilient community can effectively respond to emergencies, both related to climate change and otherwise, because it has a plan in place, responsibilities assigned, and facilities available. Natural or human-made disasters are considered, and the necessities of life are provided, particularly for those who are most at risk. Therefore, the objective of the Secondary Plan is to establish emergency services, to provide assistance in all conditions.

Viability Objectives

(g) A viable community is market responsive, efficient, and cost effective. Objectives are:

(i) To ensure that development is cost-effective and appropriate for the marketplace, and that this Secondary Plan has the flexibility to respond to, and encourage, positive changes in the marketplace over time;
(ii) To optimize the use of existing infrastructure investments and to promote the coordinated, efficient and cost-effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms;
(iii) To ensure that new development supports a full range of mobility options, including transit, when it becomes available; and,
(iv) To ensure that all development is sustainable and financially viable over its life cycle.

2.3.3 Growth Management

2.3.3.1 Community Structure

(a) The planned community structure is described as a complete community with a range and mix of residential dwelling types and employment generating land uses. The water's edge is identified as a component of the natural environment, and the approach to environmental conservation is further augmented by key elements of

the public open space system. From a development perspective, there is a "Main Street" identified that is to become a community focal point and destination. Larger scale retail and office uses are expected along the North Service Road, taking advantage of the visibility and accessibility attributes of the adjacent QEW.

(b) Schedule 'B1' – Land Use, identifies a range and mix of land uses that are appropriate for the Secondary Plan Area, and are compatible with existing development. The following primary components of the planned community structure include:

(i) Low-Rise Residential;
(ii) Mid-Rise Residential;
(iii) High-Rise Residential;
(iv) Employment;
(v) Commercial/Mixed Use;
(vi) Main Street Mixed Use;
(vii) Mixed Use;
(viii) Marina;
(ix) Natural Environment; and,
(x) Parks and Open Space.

(c) Schedule 'B2' – Building Height identifies the height structure of the Secondary Plan. Built form is generally low-rise at the east and west ends, building to the taller elements in the middle of the Secondary Plan Area. Refer to the Town's Zoning By-law Schedule 'A4' for any additional building heights that have been established through site-specific Zoning By-law Amendments approved pursuant to the former Section 37 provisions of the Planning Act in effect prior to September 18, 2022. Schedule 'B3' – Urban Design Features identifies gateways, destinations, and landmarks that correspond with the land use pattern and building height structure previously identified. Schedule 'B4' - Active Transportation identifies the street and trail networks, including active transportation routes and connections, as well as the street hierarchy.

2.3.3.2 Phasing Strategy

(a) Overall, this Secondary Plan Area is expected to accommodate substantial new development over the next 30 years to 2051. It is estimated that approximately 6,000 to up to 9,000 new residents and 1,200 to 2,500 new employees may be accommodated within the Secondary Plan Area upon full build out, depending upon market acceptance, developer motivation, and the availability of required service infrastructure. It is expected that development, over time, will achieve a gross density of between 80 and 220 persons and jobs combined per hectare across the total Secondary Plan area.

(b) The Town and Region shall carefully monitor residential growth within the Secondary Plan Area through the creation of a Development Phasing Plan. Development phasing will be established based on population and employment growth over time, in accordance with, and in conjunction with the ability of the Town

and Region to pay for infrastructure development costs as required, and through the application of the following phasing policies:

(c) It is the intent of this Secondary Plan that growth shall occur in a logical, efficient, and fiscally responsible manner. Primary factors to consider through the review of subsequent planning approvals in this regard include:

(i) The integration of new development within the planned community structure of this Secondary Plan, resulting in a contiguous, connected, and compact built form;
(ii) The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner;
(iii) The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing street network, including the interchanges with the QEW;
(iv) The securement of natural features and the dedication of the designated Parks and Open Space lands into public ownership; and,
(v) The provision and adequacy of educational and recreational facilities and other community services.
(vi) If one or more of these factors cannot be addressed to the satisfaction of the Town, the Town, in consultation with the Region, may zone the lands with a holding provision, in accordance with the policies of the Official Plan, until provision for servicing is provided.

(d) As part of any development application, a Traffic Impact Study (TIS) shall be carried out to determine traffic impacts of the proposed development with consideration given to the full development of the Secondary Plan area. The TIS shall take into consideration any recommendations of the ongoing Town Transportation Master Plan. The TIS shall determine any required transportation improvements, including potential improvements to the QEW interchange at Victoria Ave, provide functional layout for improvements and include an estimate of transportation infrastructure costs that are apportioned to specific developments within the Secondary Plan area. The TIS will be carried out by the proponent, in consultation with the Town, Region and MTO.

(e) Comprehensive development within the Secondary Plan Area is subject to the resolution of existing development constraints, as identified on Schedules ‘B5’. No development shall occur within constraint areas until the Town, in consultation with the various agencies having jurisdiction, has been satisfied that the identified constraint has been appropriately studied and resolved, in accordance with the policies of this Secondary Plan, and the policies of the Official Plan. Not all of the identified development constraints are applicable to every land parcel within the Secondary Plan Area.

2.3.4 Sustainability Guidelines

(a) All development within the Secondary Plan Area shall have regard for the sustainability guidelines included in this Section of this Secondary Plan.

(b) The statements in this Section of this Secondary Plan are intended as guidelines and, as such, adjustments and refinements are anticipated, provided that the intent of these guidelines is achieved, to the satisfaction of the Town.

(c) While the guidelines included in this Section of this Secondary Plan are not mandatory requirements, it is expected that the implementation of these guidelines will be linked to Local, Regional, and potentially Provincial incentive programs that are, or may become, available.

2.3.4.1 Green Buildings

(a) For all buildings with GFA of 1,000 square metres or greater and/or identified under Part 3 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:

(i) Generally:
- Be certified LEED v4 Silver, or equivalent.

(ii) For Energy:
- Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010;
- Be “solar ready”; and,
- Incorporate green/white or other high albedo roofing.

(iii) For Water:
- Meet the requirements for two points under LEED v4 Credit Indoor Water Use Reduction (30 % reduction) OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers;
- For projects where soft landscapes exceed 5% of the building Ground Floor Area, meet the requirements of LEED v4 Credit Outdoor Water Use Reduction (50% reduction in irrigation water), or equivalent; and,
- Ensure that the maximum allowable annual runoff volume for the development site does not exceed the runoff under pre-development conditions.

(iv) For Waste:
- Divert 75% of all construction waste away from landfill sites; and,
- Provide tri-sorting facilities for waste.

(b) For all buildings with GFA of less than 1,000 square metres and/or identified under Part 9 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:

(i) For Energy:
- Be Energy Star certified. Grade-related residential units (3.5 storeys and less) to be designed to EnerGuide 83, or equivalent, per Energy Star for Homes;
- Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy

consumption per ASHRAE 90.1-2010, which is 5 to 10% better than the Ontario Building Code;
- Be “solar ready”; and,
- Incorporate green/white or other high albedo roofing.

(ii) For Water:
- Meet the requirements for 2 points under LEED v4 Credit Indoor Water Use Reduction (30% reduction), OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers; and,

(iii) For Waste:
- Divert 75% of all construction waste away from landfill sites.

(c) In order to support sustainable community design, individual building design is encouraged to:

(i) Include on-site renewable or alternative energy systems which produce at least 5% of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;

(ii) Maximize solar gains through:
- Orienting building to maximize potential for passive and active solar energy; and,
- South facing windows.

(iii) Mitigate heat island effects by:
- Locating trees or other plantings to provide shading for a least 50% of sidewalks, patios, and driveways within 15 metres of new buildings; and,
- Installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

(iv) Promote water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use;

(v) Use regionally and locally sourced building materials to the greatest extent possible; and,

(vi) Promote sustainable landscape practices by requiring the use of water efficient, drought resistant plant materials in parks, along streetscapes, and in public and private landscaping, including:
- Avoidance of turf grass areas, and when required, install drought resistant sod; and,
- Reduce the impact caused by new development on the natural hydrological cycle by installing permeable driveway and parking lot surfaces.

2.3.4.2 Accessibility for Ontarians with Disabilities (AODA)

(a) New buildings, parks, trails and walkways shall incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act.

2.3.4.3 Crime Prevention Through Environmental Design (CPTED)

(a) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles, including:

(i) Adequate lighting;
(ii) Clear sight lines, allowing views from one end of a walkway to the other;
(iii) Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
(iv) Adequate fencing;
(v) Clear signage that delineates permitted use and speed; and,
(vi) Streetscape, building design and orientation that promotes 'eyes on the street', including visibility into and out of buildings adjacent to publicly accessible areas.

2.3.4.4 The Urban Forest

(a) The urban forest includes trees and shrubs on public and private lands, provides ecological benefits that support natural functions, and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the community to provide shading for sidewalks, parks and open spaces and other publicly accessible areas. In addition, this community shall be planned to achieve a mature forest cover. To this end, the Town shall:

(i) Implement tree protection policies, which will include a tree replacement ratio where tree removal is unavoidable;
(ii) Implement street tree and naturalization programs to increase urban canopy cover; and,
(iii) Require the planting of trees in all public works projects.

(b) The urban forest shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant, and low maintenance. All trees shall provide a large canopy and shade over sidewalks, parks, and open spaces. Native tree species are preferred.

2.3.4.5 Local Food Production

(a) The creation of opportunities for local food production is supported by the Town. Development plans and building designs may provide opportunities for local food growing and production through:
(i) Community gardens;
(ii) Edible landscapes;
(iii) Small scale food processing;
(iv) Food-related home-based business/industries;
(v) Small and medium-scale food retailers; and,
(vi) Local market space (i.e. a farmer's market).

2.3.4.6 Sustainability Certification

(a) Design, construction, and monitoring within the Secondary Plan Area should be evaluated in accordance with the Eco Districts rating system, WELL Building Standard, and Active Design Guidelines (Center for Active Design). Equivalent rating systems, or other similar rating/evaluation approaches may be considered by the Town.

(b) Design, restoration, and operation of the water's edge (the natural features, waterfront parks, and waterfront promenade) may be evaluated in accordance with the Waterfront Alliance Waterfront Edge Design Guidelines, a rating system that promotes improved access, resilience, and ecology for waterfront developments.

(c) The design and deployment of infrastructure may be evaluated in accordance with the Envision Systems rating system, a rating system and planning guide for sustainable infrastructure projects.

(d) Any approaches developed in accordance with this Section of this Secondary Plan shall be created and implemented in a collaborative manner between the Town, Region, and affected developers and landowners.

(e) In order to achieve sustainability certification for development within the Secondary Plan Area, the Town may designate all, or part of the Secondary Plan Area as a Community Improvement Project Area, in accordance with the policies of the Official Plan.

2.3.4.7 Design Guidelines

(a) All development within the Secondary Plan Area is to demonstrate general consistency with the design guidelines included in this Section of this Secondary Plan and the Official Plan.

(b) The statements in this Section of this Secondary Plan are intended as guidelines and, as such, adjustments and refinements are anticipated, provided that the intent and general design approach articulated in this Section are achieved, to the satisfaction of the Town.

(c) As a condition of Draft Plan of Subdivision, Condominium and/or or Site Plan Approval, the Town shall require a design review by a control architect or urban design consultant subject to the process identified in the Town's Prudhommes Community Architectural Control Process document. Prior to the issuance of building permits, the design review for the applicable building shall be approved by the Town to ensure that the intent of the Design Guidelines provided in this Secondary Plan is maintained.

2.3.4.8 Design Guidelines for the Private Realm

(a) The private realm within the Secondary Plan Area is comprised of a variety of built forms and private spaces, and their relationship to the public waterfront, open spaces, and street network. The variety of residential types, commercial/retail uses

and mixed use, mid- and high-rise buildings envisioned for the community will contribute to its character and support the public realm through form and architectural details/features. The following private realm guidelines are intended to:

(i) Encourage harmonious, attractive streetscapes through attention to the architectural quality of the building facade and the at-grade relationship of buildings to streets, to parks, and to natural features;

(ii) Create a high standard of architectural detail and design excellence that enhances the overall character and uniqueness of the community;

(iii) Encourage a range and mix of housing forms, a diversity of height, and lot type variety to create a diverse built environment; and,

(iv) Reduce and mitigate the visual prominence of garages and utilities within the residential landscape.

2.3.4.9 Development Blocks and Lots

(a) Development will be accommodated on a modified street grid — including the Waterfront Promenade, the Main Street, the North Service Road, Collector Roads, Local Roads, Private Roads and Lanes — and the associated Central Plaza, identified on Schedule 'B3' as a Minor Gateway, and other public parks and open spaces, to establish development blocks that achieve an efficient pattern and provide visual interest and diversity.

(b) The block and street network, along with building siting, shall provide for vistas and viewsheds to Lake Ontario, the Niagara Escarpment, parks and open spaces, and natural features. This will include the provision of a Waterfront Promenade that is single loaded at the central and east end, and a Main Street that terminates at the Central Plaza.

(c) Where possible, development blocks should maximize solar gain through building orientation and layout to maximize potential for passive and active solar energy.

(d) All buildings should be designed to front, face, and feature abutting public and private streets. Reverse frontage should generally not be permitted for development within this Secondary Plan Area. Where conditions exist that require reverse frontage, it shall be done to the satisfaction of the Town.

(e) Site design is intended to reflect a high-quality built environment, including elements such as orienting buildings to address the public realm and streetscape, and reducing the number of vehicular driveways.

2.3.4.10 Built Form

(a) A full range of building types and tenures shall be provided to make a variety of housing options available within the community.

(b) Buildings shall be designed for an urban context by directing their primary building facades to the abutting public street or central courtyard. Buildings must be designed for close siting which facilitates street activity and active transportation,

with views directed to the street and public spaces rather than towards parking areas and neighbouring sites.

(c) More prominent building massing and articulation shall be provided at corners and especially at the gateway entrances to the community from the North Service Road. This added treatment highlights the significance of these intersections and frames views and vistas to the Lake and the Niagara Escarpment.

(d) New development will be compatible with adjacent and neighbouring development, as well as existing residences in Victoria Shores, through a combination of siting, massing, and landscape features.

(e) Architectural styles of individual units shall complement each other. The various architectural forms within the community shall provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/heritage and modern influences. It is important that the architectural form and architectural style complement the design of the public realm.

(f) A variety of architectural elements, such as wall plane articulation, entry porches, canopies, columns, dormers, and material detailing should be employed to create a distinctive character for streetscapes in the community.

(g) Where parking cannot be provided within structures, surface parking areas shall be located to the rear or the interior side yard for commercial and employment blocks abutting the North Service Road. Appropriate landscaping and screening measures shall be provided to mitigate their visual impact on public views.

2.3.4.10.1 Relationship of Buildings to Streets and Open Spaces

(a) Primary building entrances shall be clearly visible, located to front onto a street, be direct, and should be accessible to people of all ages and abilities.

(b) Buildings will generally be aligned parallel to an abutting street with siting and massing that provides a consistent building relationship.

(c) Buildings at corner sites will be sited and massed to address the intersection and adjoining streets.

(d) Buildings located adjacent to, or at the edge of parks and open spaces, will be designed, sited and massed to address the open space, and where appropriate, provide opportunities for overlook of these features.



Figure 1: Buildings should frame public Roads



Figure 2: Dwelling frontages should orient towards parks and open spaces



Figure 3: Stepped storeys will encourage the provision of private outdoor space



Figure 4: Massing of buildings should transition from greater to lower mass and height

(e) Development shall coordinate with all streetscape elements and utilities located within the road right-of-way, to ensure there are no conflicts between buildings, driveways, walkways or other site plan components.

(f) Front-facing garages will be discouraged. If front facing garages are provided, they shall be designed to be in line with, or recessed between 1.2 and 1.5 metres behind, the main building face.

(g) Buildings facing parks, open spaces, Collector Roads, the Waterfront Promenade, or the Main Street should not have front facing garages so as to create a pedestrian-oriented building to street relationship and to promote eyes on the street. Side or rear lane-based housing options should be considered. If front-facing garages are required, the design shall be to the satisfaction of the Town.

(h) Projections into the required front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for grade-related dwellings to provide pedestrian-scaled streetscape interest.

(i) Where front facing garages are necessary, the face of the garage door shall be set behind the main building facade. Dwelling designs with garages projecting beyond the front building wall facade are not permitted, unless the unit is designed such that:

(i) This is a habitable room over the garage. The habitable room shall not be setback more than 1.0 metre from the face of the garage;
(ii) The front door is clearly articulated with a porch or verandah with adequate space for seating, setback a maximum 2.0 metres from the front of the garage; and,
(iii) The roof is designed to unify the dwelling and the garage.

2.3.4.10.2 Built Form Transition and Massing

(a) Building siting and arrangement within the development blocks is a key component in providing an attractive streetscape. The siting of buildings can provide emphasis in a community by framing views and allowing for vistas to key features (e.g. waterfront, Central Plaza, park areas, and landmarks). The appropriate massing of these buildings will provide for comfortable pedestrian-scaled environments and help to transition densities both internally and outside the Secondary Plan Area, mitigating and/or eliminating negative impacts such as shadowing and overview.

(b) The massing of buildings should transition from greater to lower mass and height by incorporating techniques such as angular planes and/or step backs. Gaps between buildings using elements such as parks, plazas, parking areas, or streets are encouraged to provide relief along long, closed strings of building mass.

2.3.4.11 Design Guidelines for Buildings

2.3.4.11.1 Detached and Semi-Detached Dwellings

(a) Buildings should have front and exterior side facades that are parallel to the street with front doors, windows and entry features facing the street to create a consistent street wall.

(b) Front-facing garages should generally be avoided where possible, and buildings should have front porches facing the street.

(c) Corner lots are priority lots within the community. The design of these dwellings should include the following considerations:

(i) The flanking side elevation should be given a level of architectural detailing equal to the front elevation of the dwelling;
(ii) The main front entrance should be located on the exterior side elevation, where possible, and corner windows, wrap-around porches, or other architectural features should be included to address the corner location; and,



Figure 5: Garages should be accessed from a rear lane



Figure 6: Design of dwellings facing parks are subject to special design considerations



Figure 7: Entrance features may encroach into required setbacks



Figure 8: Corner lots are priority lots within the community

(iii) Where fencing is provided in front yards, it shall be limited to a maximum height of 1.0 metre.

(d) Porches, stairs, canopies, and other entrance features may encroach into the required front yard and/or exterior side yard, in accordance with the implementing Zoning By-law.

(e) In addition to the guidelines listed above, the following additional guidelines apply to semi-detached dwellings:

(i) Semi-detached dwellings with a front facing garage and driveway should have the garages paired to maximize the extent of continuous green planting area;

(ii) The use of architectural detailing on semi-detached dwellings is encouraged to generate streetscape massing variety;

(iii) Semi-detached dwellings should be two to three storeys. Bungalow forms are discouraged for this type of housing;

(iv) Semi-detached dwellings should have single car attached garages when accessed from the street frontage. Double car garages will only be permitted for lane based or rear yard garages; and,

(v) For semi-detached corner lot buildings, the entry feature of the interior unit should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.

2.3.4.11.2 Townhouses and Other Multi-Unit Dwellings

(a) The siting, massing, and building facade design of the units shall be coordinated on a block-by-block basis through the architectural control process. The overall streetscape composition should display massing and design continuity while achieving streetscape variety.

(b) Building facades within a development block should be articulated in a manner that provides variation between units but reinforces common characteristics that visually unite the block.

(c) Variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details, is required to break up the massing of units within a block. However, the main roof should appear as one roof where possible and reflect the architectural style of the unit block.

(d) The massing and form of townhouses adjacent to single detached and semi-detached dwellings should be complementary but should not necessarily be the same height.

(e) The main front entry should be oriented to the front lot line or higher order street, for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line. Where a dwelling unit flanks a private street or laneway, the main entrance should face the front lot line or an interior courtyard.

(f) Rear lane accessed garages are preferred for townhouses and other multiple unit dwellings, where possible. Where front facing garages are necessary, the garage door shall not exceed 50% of the width of the unit. Where units abut, garage doors should be paired.

(g) Rear lane accessed garages should be complementary in design and building material with the principal dwelling.

(h) Utility meters shall be screened from public view and integrated into the design of the units through the use of wall recesses, enclosures, or in setting within the building walls. Rear lane units shall locate utility meters at the rear lot line.

(i) Side and rear elevations visible from streets and other elements of the public realm should have architectural treatments consistent with the design of the front elevation.



Figure 9: Semi-detached dwellings with attached garage that appear recessed through use of a projecting porch



Figure 10: Main front entries should face the public street



Figure 11: Variation between units should be incorporated reinforcing visually uniting characteristics



Figure 12: Rear lane accessed garages

(j) Corner unit designs are encouraged to provide significant corner features such as porches, wall articulation and bay windows, or other corner unit features as appropriate to their traditional or contemporary architectural style.

(k) Rows of street townhouses should be limited to a maximum of 8 units, with 6 units preferred. Back to back townhouses and stacked townhouses should be limited to 16 units. The length of the townhouse blocks should not exceed 50.0 metres, unless it is essential to the architectural style of the townhouse block.

(l) Where townhouses or other multiple unit dwellings face the Main Street, or the Waterfront Promenade, front facing garages shall not be permitted. These locations will require lane based or below grade garages.

2.3.4.11.3 Live-Work Units

(a) Live-Work units introduce a flexible built form that allows for the unit to be used fully as a residence or a residence above with retail or service commercial uses at grade.

(b) Live-Work units should be sited along the Waterfront Promenade or other identified Collector Roads.

(c) Live-Work building designs should support pedestrian activity through minimal front yard setbacks, pedestrian weather protection such as canopies and enlarged clear glazed windows and pedestrian-scaled detailing for commercial space.

(d) On-street parking shall be provided as lay-by parking with resident parking provided at the rear of the building and accessed from a lane or a private road.

(e) Mechanical equipment including air conditioning units and utility meters shall be screened and/or located away from public view.



Figure 13: Live-work building designs should support pedestrian activity



Figure 14: Live-work units allow for commercial/retail uses at grade and residences above

2.3.4.11.4 Low-Rise Apartment Buildings

(a) Low-Rise Apartment buildings are appropriate in establishing an active urban character where intensity of use is desirable, such as locations close to commercial uses, the Waterfront Promenade, and the Main Street.

(b) The majority of the main building facade shall front the abutting street. The implementing Zoning By-law shall establish an appropriate build-within zone to ensure pedestrian comfort and streetscape activation.

(c) Long expanses of blank wall at grade should be avoided.

(d) Parking should be located below grade, where possible. Visitor parking, loading, and service areas shall be located in areas of low public visibility in side or rear yards and set back from the front facade of the building. These functions shall not occur along the Waterfront Promenade frontage.

(e) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

(f) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and/or colours that are consistent or complementary to the building.

(g) The design of the building and the site layout should consider overall form, massing and proportions, and rhythm of major repetitive building elements, to create a streetscape that supports the pedestrian scale.

(h) A variety of high-quality masonry (brick and stone) or other quality building cladding systems are encouraged.



Figure 15: The main building façade should face the public road



Figure 16: Low-rise apartment buildings establish an active urban character

2.3.4.11.5 Mixed-Use Buildings

(a) Mixed-Use buildings may include commercial, and office uses at grade and commercial, office uses, and multi-unit residential above or behind. Ground floors should be designed to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor.

(b) The guidelines as outlined under Mid-Rise or High-Rise Apartment Buildings, shall also apply to Mixed-Use buildings, depending upon the building height.

(c) Mixed-Use buildings are envisioned for the higher order street network within the Secondary Plan Area including Main Street, the Waterfront Promenade, and the North Service Road.

(d) Buildings abutting low to mid-rise residential properties shall be designed to include appropriate approaches for transition including enhanced landscaping, setbacks, step backs, and/or angular planes.

(e) Larger buildings should be articulated to avoid large expanses of uninterrupted blank walls. Grade level retail frontages should be broken down in scale to provide a finer grained frontage onto the Main Street, and the Waterfront Promenade. Reflective mirror glass shall not be used for windows at grade.

(f) Where located at a corner, buildings should be designed to address both street frontages and be massed towards the corner locations for visual interest and to “anchor” the building.

(g) Residential entrances shall be clearly distinguished from the commercial entrances through building design and can be located at the front or side of the building.

(h) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and/or colours that are complementary to the building.



Figure 17: Mixed-use buildings provide commercial and office uses at grade with multi-unit residential above



Figure 18: Corner buildings shall be designed to create visual interest at the corner to "anchor" the building

2.3.4.11.6 Mid-Rise Residential Buildings

(a) Buildings and their primary entrance shall be oriented towards and face the abutting street. The implementing Zoning By-law shall establish an appropriate build-within zone to enhance pedestrian comfort and streetscape activation.

(b) Mid-Rise buildings may be slab form or include a podium and tower configuration. For a slab configuration, there should be a 2.0 metre step back above the 3rd storey facing a street. If a podium and tower configuration is preferred, the podium should be a maximum of 3 storeys.

(c) Balconies on all storeys above grade are encouraged. Where townhouse units are proposed at the base of the building, they should incorporate a defined front yard that can accommodate tree planting and landscaping.

(d) Servicing, loading, and parking access shall be from a rear lane or private road. These functions shall not occur along the Waterfront Promenade frontage.

(e) Parking should be located in structure, where feasible.



Figure 19: Mid-rise residential buildings



Figure 20: Stepbacks are provided to create a consistent pedestrian street edge



Figure 21: High-rise residential buildings can be landmarks through a combination of design and height

(f) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

(g) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building, with materials and/or colours that are complementary to the building.

2.3.4.11.7 High-Rise Residential Buildings

(a) High-Rise Residential buildings have been located to indicate through built form, the location of Prudhommes, with some in the form of landmarks. Landmark High-Rise buildings will be highly visible and legibly mark the Secondary Plan Area through a combination of architectural design and height. The Landmark High-Rise buildings will serve as the tallest buildings in the community.

(b) Landmark High-Rise Residential buildings will generally be 18 to 25 storeys in height and designed to have podium and tower elements. The podium should be a maximum of 3 storeys.

(c) Buildings and their primary entrance should be oriented and face onto the abutting street.

(d) The top of the building should be distinct and include architectural detailing that contributes to the skyline. Penthouse mechanical rooms and rooftop mechanical equipment shall be screened from public view and integrated into the design of the building and/or rooftop with materials and/or colours that are complementary to the building.

(e) Parking should be located in structure, where feasible, and structures should not be visible from the street or Waterfront Promenade. Parking structures are also encouraged to be lined by units to create visual interest and to help screen the parking structure from view.

(f) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

2.3.4.11.8 Commercial and Employment Buildings

(a) The Commercial and Employment buildings will be located along the North Service Road and Main Street, as depicted in Schedule 'B1'. These buildings will serve as an edge along the southern portion of the Secondary Plan Area, define the major and minor gateways, and contribute to the pedestrian scale of the community.

(b) Commercial buildings located at the primary gateway will serve an important role of defining the entry to and initial impression of the community. Buildings at these locations will:

(i) Include distinctive building designs which include articulated built form, massing features and added building height at corners that address the gateway;
(ii) Incorporate decorative planting and/or hardscape features that complement the building design and materials; and,
(iii) Include decorative paving at the corners and to define direct connections to building main entrances.

(c) Building scale, massing, and height should relate to the pedestrian scale and encourage pedestrian circulation.

(d) Entrances to buildings should be emphasized through any combination of material changes, maximized height, canopies, or wall articulation.

(e) Clear glazing should be maximized on all building elevations, where possible. Street frontages and elevations facing parking areas should include clear glazing and/or landscaped walls to provide a comfortable and safe pedestrian experience.



Figure 22: Clear glazing should be maximized on all elevations



Figure 23: Decorative planting can complement the building design and materials



Figure 24: Entrances can be emphasized through wall articulation



Figure 25: Non- street facing buildings can provide visual interest through architectural detailing like the main façade

(f) Non-street facing building facades exposed to public view or facing parking areas shall provide visual interest through the provision of windows, wall articulation, architectural detailing and/or landscaped walls similar to the main building façade.

(g) Large expanses of blank wall shall be avoided and addressed through landscaping, wall articulation, and material changes to create visual interest.

(h) Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.

(i) Servicing and loading areas shall be discreetly located and be screened from public view through architectural design, low walls, and landscaping features.

(j) Entrances to parking areas shall be from internal Collector Roads and not from the North Service Road, unless approved by the Region, Ministry of Transportation of Ontario, and the Town.

(k) Parking in structures is preferred, where possible. Where at-grade parking is provided it shall be to the side or rear of the building and should not occupy more than 50% of any street frontage.

(l) Large parking areas should be broken down into smaller courts of parking that include pedestrian routes defined through planted raised islands, decorative unit paving, and traffic bollards.

(m) Raised medians that are generally 4.5 metres wide, consisting of a 1.5-metre-wide paved walkway with a 3.0 metre tree planted landscaped area on one side, should define the walkway to a building's entrance from the parking areas.

(n) Where possible, walkways within parking areas should be consistent and coordinated with those on adjacent properties.

2.3.4.11.9 Utility Buildings

(a) Utility buildings located within the community required for such purposes as sewage pumping, telecommunications, and electricity distribution, should be designed in accordance with the following objectives:

(i) Buildings should be located discreetly to minimize their visual impact to public view;
(ii) The exterior appearance of utility buildings should be designed to address the overall streetscape by exhibiting characteristics that relate to the architectural style of the community;
(iii) The use of articulated street-facing walls and exterior materials which reference the residential and/or non-residential materials and architecture is essential;
(iv) Mechanical equipment associated with the building should be oriented as far away as possible from adjacent residential and public areas; and,
(v) Integrated landscaping should be provided around the utility building.

2.3.4.11.10 Other Building Types

(a) Applications for unique site arrangements, and/or building configurations not specifically addressed by the Design Guidelines of this Secondary Plan may be required to provide a design brief which describes the relationship to, and treatment of, public or publicly accessible spaces. This may include:

(i) Pedestrian and vehicular circulation;
(ii) Lighting;
(iii) Building facade design and treatment for street facing buildings;
(iv) Streetscape and landscape treatments; and,
(v) Other design requirements related to the public realm including CPTED design principles and AODA compliance.

2.3.4.11.11 Garages, Driveways, and Garage Access

(a) Garages and their location can have a major impact on the visual character and quality of the streetscape. Grade related housing forms such as single detached, semi-detached, and street townhouse dwelling units should have garage access through a lane, to a rear yard or at the rear of the lot accessed from a driveway or

private road, wherever possible. For all other building forms and uses, parking will be located away from the street to the rear, to the side, below grade, or located in structure.

(b) Front facing garages are discouraged and shall not be permitted fronting onto the Main Street and should generally not be permitted on the Waterfront Promenade. Where front facing garages are proposed, their design and relationship to the main dwelling shall be secondary and visibility mitigated through increased setback from the main wall, recessed garage doors, second storey build over, or other mitigative techniques acceptable to the Town. The garage should complement the main dwelling while being visually de-emphasized to ensure a better pedestrian and streetscape experience.

(c) Lane-based garages are accessed from a rear laneway or private road, removing the garage from the street frontage and contributing positively to built form character and streetscape quality in the community. Rear-accessed garages should be complementary to the principal dwelling in terms of materials, character, and quality. Additional Residential Units are permitted above lane-based garages in accordance with the provisions of Volume 1, Section 3.1.6 of the Official Plan.

(d) Garages can be located in rear yards and accessed by a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached from or attached to the dwelling. Rear yard garages should be designed to complement the principal dwelling. Driveways accessing rear yard garages should be kept to a maximum single lane width. Additional Residential Units are permitted above rear yard garages in accordance with the provisions of the Official Plan.

(e) Structural parking shall be provided for residential and mixed-use development in mid-rise and high-rise built forms. Below grade parking should be provided for residential or mixed use residential. The following guidelines apply to structured garage access:

(i) Access areas or ramps should be discreetly located off of lanes or on the short side of the block to limit their physical and visual impact on the streetscape;
(ii) Where possible, for Mid-Rise and High-Rise Residential and Mixed-Use buildings, access areas/ramps should be combined with servicing and loading to minimize the visual impact of these services;
(iii) The garage access area will be well lit and include landscaping or architectural treatment to address public views; and,
(iv) Landscaped walls are encouraged to soften the view of the parking structure.

(f) Where structured parking abuts a street, the visual impact of the structured parking shall be minimized through screening or by treating the building facade like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades. In addition, structured parking, where adjacent to a street, is encouraged to be faced with commercial/ employment uses at street level and/or landscaped walls.

2.3.4.12 Residential Policies

2.3.4.12.1 Rental/Affordable Housing Policies

(a) This Secondary Plan encourages and supports, where appropriate, private, public, and non-profit housing developments designed to provide a variety of housing options, including small ownership dwellings, higher density condominium dwellings, buildings with rental units, as well as developments that facilitate "ageing-in-place".

(b) This Plan will accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle.

(c) Taller and more intense house forms will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock. In addition, senior's housing, long-term care facilities, affordable supportive and affordable accessible housing, and assisted living units are encouraged to be incorporated into the housing stock.

(d) It is the objective of this Secondary Plan to encourage more affordable housing options in accordance with the Official Plan through the following:

(i) Promoting higher density housing forms, where housing is generally more affordable due to reduced per unit land costs;
(ii) Building smaller units, where housing is generally more affordable due to lower development costs;
(iii) Applying government grants and/or subsidies, including land dedication, which will reduce overall development costs; and,
(iv) Encouraging the development of accessory apartments/secondary suites/Additional Residential Units.

(e) The construction of new rental housing units with a full mix and range of unit sizes, including multi-bedroom large-sized, as well as smaller units, is encouraged and supported.

2.3.4.12.2 Low-Rise Residential Designation

Intent

(a) It is the intent for the areas designated as Low-Rise Residential to accommodate residential buildings that are ground related, contributing to an acceptable height transition between new development and the existing houses in the Victoria Shores neighbourhood.

Permitted Uses

(a) The uses permitted within the Low-Rise Residential Designation may include:

(i) Single detached, semi-detached, duplex, street, stacked and block townhouse units, and low-rise apartments;
(ii) Additional Residential Units, in accordance with the policies of the Official Plan;
(iii) Home based business, in accordance with the policies of the Official Plan;
(iv) Additional Needs Housing, in accordance with the policies of the Official Plan;
(v) Bed and breakfast establishments, in accordance with the policies of the Official Plan;
(vi) Parks and open spaces; and,
(vii) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.



Figure 26: Lane-based garages should be designed to provide an attractive visual environment



Figure 27: Rear yard garages minimize the negative visual impact of the garage on the streetscapes



Figure 28: Garage are setback behind the mail wall face or the front porch



Figure 29: Attached garages must be a natural extension of the design, massing and materials of the main dwelling

General Policies

(a) Maximum building heights shall be in accordance with Schedule ‘B2’ – Building Height.

(b) The appropriate mix of units and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(c) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environment features and ecological functions of the system.

(d) Multiple units and apartments shall be subject to Site Plan Control, in accordance with the policies of the Official Plan.

2.3.4.12.3 Mid-Rise Residential Designation

Intent

(a) It is the intent for the areas designated as Mid-Rise Residential to accommodate residential buildings that provide a more compact built form that takes advantage of the waterfront context and access to the North Service Road and/or arterial roads.

Permitted Uses

(a) The uses permitted within the Mid-Rise Residential Designation may include:

(i) Street, block, back-to-back, stacked townhouses, and other multiple unit dwelling types, low-rise and mid-rise apartments;
(ii) Live-work units;
(iii) Community facilities;
(iv) Day care facilities;
(v) Additional Needs Housing, in accordance with the policies of the Official Plan;
(vi) Additional Residential Units, in accordance with the policies of the Official Plan;
(vii) Home-based business, in accordance with the policies of the Official Plan;
(viii) Bed and breakfast establishments, in accordance with the policies of the Official Plan;
(ix) Institutional uses;
(x) Neighbourhood-oriented commercial uses such as local convenience stores, small-scale commercial/retail uses and personal service uses;
(xi) Parking facilities at-grade and/or in structure;
(xii) Parks and open spaces; and,
(xiii) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

(a) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height. Minimum building heights shall be 2 storeys.

(b) Mid-Rise buildings may be developed in a slab form, or in a podium and tower-built form. Slab buildings shall include a step back of 2.0 metres above the third storey for any building facade adjacent to a street.

(c) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.

(d) The appropriate mix of units and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(e) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environmental features and their ecological functions.

(f) All forms of development within the Mid-Rise Residential Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

2.3.4.12.4 High-Rise Residential Designation Intent

(a) It is the intent of the areas designated as High-Rise Residential to accommodate residential buildings that provide a more compact built form that takes advantage of the waterfront context, the views of Lake Ontario and the Niagara Escarpment, and access to the North Service Road and/or arterial roads.

It is expected that the tallest buildings will be high quality landmarks that identify the Secondary Plan Area as a distinct and desirable community. In addition, within areas designated High-Rise Residential, it is expected that various building forms and uses may be permitted on individual development sites that are comprehensively planned.

Permitted Uses

(a) The uses permitted within the High-Rise Residential Designation may include:

(i) Stacked townhouses, other multi-unit dwelling types, and high-rise apartments;
(ii) Live-work units;
(iii) Community facilities;
(iv) Institutional uses;
(v) Additional Needs Housing, in accordance with the policies of the Official Plan;
(vi) Day care facilities;

(vii) Neighbourhood-oriented commercial uses such as local convenience stores, restaurants, retail commercial, office, and personal service uses;
(viii) Additional Residential Units, in accordance with the policies of the Official Plan;
(ix) Home-based business, in accordance with the policies of the Official Plan;
(x) Bed and breakfast establishments, in accordance with the policies of the Official Plan;
(xi) Hotels;
(xii) Parks and open spaces;
(xiii) Parking facilities at-grade and/or in structure; and,
(xiv) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

(a) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height. Minimum building heights shall be 3 storeys.

(b) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.

(c) Schedule 'B3' – Urban Design Features identifies two Major Landmark locations that are within the High-Rise Residential Designation. These locations warrant taller buildings, with a minimum building height of 12 storeys, and special design treatments that operate at all the appropriate scales, so that the importance of the site is legible, as much for someone standing directly in front of the building, as for someone standing several kilometres away. On these Landmark locations, because of their prominent locations and their inherent visibility, the built form, as well as the surrounding landscape, must:

(i) Clearly distinguish the built form, urban design, and landscaping as a signature location through iconic design, which may also link to the overall character of the Secondary Plan Area; and,
(ii) Enhance the site and strengthen the identity of the Secondary Plan Area by providing a use that is an attraction that enhances the image of the community.

The Town will encourage a Design Competition to ensure that each building is of an iconic character and a showpiece of design excellence and innovation.

(d) The appropriate mix of units and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development

applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(e) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environment features and their ecological functions.

(f) All forms of development within the High-Rise Residential Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

2.3.4.13 Employment and Mixed-Use Policies

2.3.4.13.1 A Robust Mix of Uses

(a) A mixed-use community that is walkable, with connected public gathering places, where opportunities for social interaction are increased and where commercial and community services can be provided within easy walking and cycling distances is a requirement of this Secondary Plan.

(b) Community infrastructure and institutional uses, recreational and public buildings, and arts and cultural facilities shall be in locations that are accessible by the active transportation network and, in the future, by public transit to meet the needs of people of all ages, backgrounds, and capabilities throughout the various stages of their lives.

(c) This Secondary Plan shall require a broad mixture of retail commercial uses, parks and open spaces and community facilities to support the needs of the community, including:
   (i) Modestly scaled (generally less than 2,000 square metres per unit) retail and office commercial uses, restaurant, community and arts, and cultural facilities provided on the ground floor in multi-unit and mixed-use buildings located adjacent to the planned Main Street; and,
   (ii) Larger scale (generally greater than 2,000 square metres per unit) retail commercial, office, community, institutional and other employment-related uses in larger footprint buildings located adjacent to the North Service Road.
   (iii) Live-work units compatible with residential uses along the planned Main Street, the Waterfront Promenade and Collector Roads.

(d) Wherever possible, all new dwelling units be situated for pedestrian access within approximately 800 metres (a 10-minute walk) of three or more of the following planned community services:

   (i) Retail Commercial Use;
   (ii) Childcare Facility;
   (iii) Public Park, Community Garden;
   (iv) Health Care Clinic;
   (v) Public Library;
   (vi) Place of Worship;
   (vii) Adult/Senior Care Facility;

(viii) Performance or Cultural /Arts Space;
(ix) Recreation Centre; or,
(x) Elementary School.

2.3.4.13.2 Employment Designation

Intent

(a) It is the Town's intent that the Employment Designation will attract employment generating land uses that can take advantage of the exposure along the Queen Elizabeth Way. It is expected that the Employment Designation will include clusters of business and economic activities including, but not limited to, small and modestly scaled office space users, and limited associated retail, service, and ancillary facilities. It is intended that development within the Employment Designation will exhibit a high standard of building design and landscaping.

Permitted Uses

(a) Permitted uses within the Employment Designation may include:

(i) Offices;
(ii) Service sector industries including transportation, communication, business services, government services, medical and other health related facilities;
(iii) Banquet facilities;
(iv) Commercial recreation facilities;
(v) Hotels, including nightclubs, which are located within the hotel;
(vi) Parks and open spaces;
(vii) Community facilities;
(viii) Parking facilities at-grade and/or in structure;
(ix) Infrastructure and public service facilities, in accordance with the policies of the Official Plan; and,
(x) Ancillary uses that specifically support the permitted employment uses such as restaurants, personal services and convenience commercial uses, where they are wholly integrated into a building that accommodates another permitted use.

(b) Notwithstanding the list of permitted uses within the Employment Designation, the following uses are specifically prohibited:

(i) The outside display or storage goods in front or exterior side yards;
(ii) Stand-alone nightclubs;
(iii) Places of entertainment;
(iv) Adult entertainment parlour; and,
(v) Body rub parlour.

(c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

(a) Maximum building heights are identified on Schedule 'B2' – Building Height. The minimum permitted building height shall be 2 storeys.

(b) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.

(c) The number and scale of ancillary uses should be designed to primarily serve the local businesses, and ancillary uses collectively shall not occupy in excess of 20% of net land area in the Employment Designation at any given time.

(d) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environment features and their ecological functions.

(e) Employment uses adjacent to or abutting existing residential uses within the Victoria Shores neighbourhood, shall be adequately screened and separated by an appropriate buffer which may include the existing creek and/or landscaping to provide a visual barrier.

(f) The appropriate mix of uses, buildings, and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(g) All forms of development within the Employment Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

2.3.4.13.3 Commercial Mixed-use Designation

Intent

(a) The lands within the Commercial Mixed-Use Designation are intended to provide opportunities for larger scale retail facilities in combination with residential development, as well as other uses. It is the intent of the Town that buildings and sites throughout the Commercial Mixed-Use Designation may develop as comprehensively planned commercial centres, consisting of individual buildings or multi-unit, multi-use buildings.

New development is encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the area in general, but also on individual development sites, and within individual buildings. Uses within stand-alone buildings are also permitted.

Permitted Uses

(a) Permitted uses on lands within the Commercial Mixed-Use Designation may include:

(i) Retail, service commercial uses and restaurants of all types and scales, up to a maximum of 4,645 square metres of gross leasable floor area per individual use;
(ii) Automotive uses and drive-thrus are not permitted adjacent to the Main Street Major Gateway.
(iii) Offices;
(iv) Mid-Rise and/or High-Rise Residential uses that are integrated into a mixed-use building that includes permitted retail and/or service commercial uses;
(v) Institutional uses;
(vi) Hotels and banquet halls;
(vii) Commercial recreation facilities;
(viii) Places of entertainment;
(ix) Places of worship;
(x) Day care facilities;
(xi) Funeral homes;
(xii) Parking facilities at-grade and/or in structure;
(xiii) Parks and open spaces;
(xiv) Community facilities; and,
(xv) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

Development Policies

(a) Maximum building heights are identified on Schedule 'B2' – Building Height. Minimum building heights are 3 storeys or 15 metres, whatever is greater. A maximum of three buildings, having a minimum height of 1 storey, may be permitted within the Commercial Mixed-Use Designation, adjacent to the North Service Road.

(b) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall not include any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.

(c) Buildings in this designation may include mid-rise buildings that include a 1.55 metre stepback above the 4th or 5th storey, where the building facade is adjacent to a public street. Or may include a podium and tower configuration, where the podium is a maximum of 3 storeys.

(d) Development may include stand-alone single use buildings or mixed-use buildings. Residential uses should occupy floors above the ground floor in mixed-use buildings.

(e) The Commercial Mixed-Use Designation includes an area identified as a Major Gateway on Schedule 'B3' – Urban Design Features. That gateway feature is expected to be established primarily through significant built form, with building height and building design features oriented to the intersection. This is a primary entrance into the Prudhommes community, and the key entry into the Main Street Destination and the Commercial Destination identified within the Commercial Mixed-Use Designation.

(f) The Commercial Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant retail destination at this location within the Commercial Mixed-Use Designation. The largest, and most substantial retail commercial facility is expected to be located at this corner.

(g) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environmental features and their ecological functions.

(h) The appropriate mix of uses, buildings, and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(i) All forms of development within the Commercial Mixed-Use Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan. Key design elements include:

(i) Built form along the North Service Road will provide numerous design functions including being the initial window into the community, assisting in buffering noise from the QEW in accordance with provincial guidelines, standards, and procedures, and defining the gateways or entry points into Prudhommes;
(ii) The generous block depths provide flexibility for the future development of this area with a potential mix of commercial/retail, office, and other employment uses; and,
(iii) Buildings will be generously setback from the street edge to allow for the provision of a wide landscape buffer to not only address the high traffic street frontage but to also comply with the Ministry of Transportation of Ontario setback requirements and to incorporate multi-use pedestrian and cycling paths.

(j) All buildings fronting onto the North Service Road shall have clear glazing and/or landscaped walls, allowing for visual connection to the landscaped buffer, the street frontage and to allow for passive surveillance.

(k) A minimum of 50% of a block frontage will be comprised of built form with larger percentages of block frontage encouraged.

(l) Parking areas shall not exceed 50% of a block frontage. Parking area edges along the North Service Road will include continuous hard and soft landscaping that

provides visual continuity with the built form and street edge. Parking areas should be screened from view from streets and open spaces with low fencing, plantings and planted berms.

(m) All landscaped screening of parking areas will be designed in keeping with CPTED principles.

(n) Buildings fronting along the North Service Road, and ultimately the QEW, should have enhanced design features and use high quality building materials.

2.3.4.13.4 Main Street Mixed-Use Designation

Intent

(a) It is the intent of the Town to promote Main Street Mixed-Use buildings that will appear and function like a traditional Ontario main street. The Main Street Mixed-Use Designation will:

(i) Promote a vibrant, inviting, and appealing atmosphere on these lands that will attract residents and new businesses, and encourage walking and cycling;
(ii) Facilitate the development of a main street style shopping destination; and,
(iii) Ensure that development within the Main Street Mixed-Use Designation is comprehensively planned to ensure that the impacts of servicing, access, loading, and parking can be adequately addressed.

Permitted Uses

(a) The following uses/mixture of uses may be permitted within the Main Street Mixed-Use Designation:
(i) Retail commercial uses including retail stores, restaurants, and personal services, with a Maximum Gross Leasable Floor Area of approximately 400 square metres per unit;
(ii) Mixed-Use buildings with dwelling units and/or office uses located above the first floor;
(iii) Offices;
(iv) Hotels;
(v) Cultural, recreational and entertainment uses;
(vi) Childcare facilities;
(vii) Institutional uses;
(viii) Covered parking facilities at-grade and/or in structure;
(ix) Parks and open spaces;
(x) Community facilities; and,
(xi) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

Development Policies

(a) Maximum building heights are identified on Schedule 'B2' – Building Height. The minimum building height shall be 3 storeys.

(b) Buildings within the Main Street Mixed-Use Designation may be in a slab form, or in a podium and tower configuration. Slab buildings shall include a step back of 2.0 metres above the 3rd storey for any building facade adjacent to a street. For a podium and tower configuration, the podium shall be a maximum of 3 storeys.

(c) High activity uses that animate the streetscape and encourage foot traffic, such as retail uses and restaurants, are required at-grade along the entire Main Street. Other uses such as offices, recreational, cultural and residential uses are encouraged to be located on second floors and above and/or behind the street-related façade. Residential uses are not permitted at-grade facing a public street. Restaurants may also be permitted on the second floor and above.

(d) The Main Street Mixed-Use Designation includes an area identified as a 'Minor Gateway' on Schedule 'B3' – Urban Design Features. That gateway feature is expected to be established primarily through built form, and the associated Central Plaza that links the Main Street to the water's edge. Building height and building design features shall be oriented to the intersection. This is a key entry into the Main Street Destination.

(e) The Main Street Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant destination at this location within the Main Street Mixed-Use Designation. The activity and ambiance along the Main Street are expected to become the focal point of the Prudhommes community.

(f) The appropriate mix of uses, buildings and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(g) All forms of development within the Main Street Mixed-Use Designation shall be subject to Site Plan Control. Key design elements include:

(i) Buildings located at this key location within the community should provide for massing that encourages pedestrian activity, defines the Central Plaza, and frames views to Lake Ontario;
(ii) Built form at grade should include architectural treatments/features along with uses and programming that encourage gathering and lingering within the Central Plaza and along the building elevations facing the Waterfront Promenade edge;
(iii) Stepped storeys will encourage the provision of private outdoor space for residential units and visually link residents with the Central Plaza and Main Street activities. It will also allow for passive surveillance of these community spaces; and,

(iv) The main floor facing the Main Street and Central Plaza will have an articulated building facade with narrow storefronts, frequent entrances and space for patios and sidewalk displays.

2.3.4.13.5 Mixed Use Designation

Intent

(a) It is the intent of Town to promote mixed use buildings that will provide opportunities for a range of business opportunities as well as residential apartments.

Permitted Uses

(a) Permitted uses within the Mixed-Use Designation may include:
- (i) Retail, service commercial uses, small scale creative cultural industries and restaurants of all types, up to a maximum of 1,000 square metres of gross leasable floor area per individual use;
- (ii) Offices;
- (iii) Mid-Rise Residential uses that are integrated into a mixed-use building that includes permitted retail and/or service commercial uses;
- (iv) Institutional uses;
- (v) Hotels and banquet facilities;
- (vi) Commercial recreation facilities;
- (vii) Day care facilities;
- (viii) Parking facilities at-grade and/or in structure;
- (ix) Parks and open spaces;
- (x) Community facilities; and,
- (xi) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

(a) Maximum building heights are identified on Schedule ‘B2’ – Building Height. Minimum building height shall be 2 storeys.

(b) Notwithstanding the maximum building heights identified on Schedule ‘B2’, the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.

(c) For the property known as the former Vineland Manufacturing operation, 4933 Victoria Avenue North, the applicant shall be required to demonstrate the following to achieve the maximum building height:

(i) that adverse impacts have been mitigated on adjacent low density residential lands as demonstrated through the submission of a sun/shadow study; and
(ii) that an urban design brief is submitted that addresses the compatibility of the development within the surrounding context and any landscaping/aesthetic improvements required.

(d) Buildings may be developed as stand-alone commercial or residential uses or in combination.

(e) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environment features and their ecological functions.

(f) The appropriate mix of uses, buildings and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(g) All forms of development within the Mixed-Use Designation shall be subject to Site Plan Control.

2.3.4.13.6 Marina Designation

Intent

(a) It is the Town's intent that the Marina Designation will develop with marina functions, and as a transportation hub linking land and water, and the Prudhommes community with the broader Niagara Benchlands Tourist Area.

(b) The Marina Designation is planned to provide further enhancement to the existing marina and assist in realizing its full potential as a community amenity. Enhancing the Marina with shops and restaurants, oriented to support and enhance the marina, will make the district a destination.

Permitted Uses

(a) Permitted uses within the Marina Designation may include:
(i) Marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment;
(ii) Tourism-related and marina-related retail and service commercial uses, restaurants and/or uses including indoor or outdoor markets, limited to small scale stalls that may be housed in a larger market facility;
(iii) A marina administration office;
(iv) Artisan workshop uses;
(v) Tour boat, water taxi facilities;
(vi) Parks and open spaces;
(vii) Parking facilities at grade and/or in structure; and,
(viii) Infrastructure and public service facilities, in accordance with the policies of the Official Plan.

(b) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

(a) Maximum building heights are identified on Schedule 'B2' – Building Height.

(b) Any market space or artisan workshop use may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns. To promote a 'Marina Marketplace' within this designation, retail and service commercial uses should be clustered, as much as is feasible.

(c) The Marina Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant tourist-related destination at this location. The activity and ambiance adjacent to the water's edge in the Marina area is expected to attract visitors to the area, and potentially tour boats and/or water taxis, and become a focal point of the Prudhommes community.

(d) Development abutting the Natural Environment designation as shown on Schedule 'B1' – Land Use shall be oriented and developed in a manner that is compatible, complementary, and supportive of the natural environment features and their ecological functions.

(e) The appropriate mix of uses, buildings and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

(f) The Marina should connect to the off-road trail network and include public waterfront access along its perimeter, enhancing access opportunities from the community, and highlighting the viewshed of the waterfront, shoreline and Toronto skyline.

(g) To differentiate the Marina's function, the circulation through the site should incorporate concepts of "shared space", allowing pedestrians, cyclists and vehicles to intermingle in portions of the district. Flexible bollards can open or restrict the space to vehicles, as desired.

(h) All forms of development within the Marina Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

2.3.4.14 Creating and Protecting Greenlands

2.3.4.14.1 The Greenlands System

(a) The Greenlands System is comprised of the Natural Environment Designation and the Parks and Open Space Designation, identified on Schedule 'B1' – Land Use. The Greenlands System, as identified, creates an unprecedented opportunity for the

development of the Secondary Plan Area in the context of environmental protection and for public access and enjoyment of the water's edge.

(b) Due to the Secondary Plan Area's location along the edge of Lake Ontario there are environmental development constraints, as identified on Schedule 'B5' – Constraints Shoreline Stabilization Area, related to shoreline stability, wind, and wave uprush that will require further study prior to the development of some elements of this Secondary Plan.

2.3.4.14.2 Natural Environment Designation

Approach

(a) The Town recognizes the important contribution that environmental features make to the creation of a vibrant, livable Town. The Natural Environment Designation recognizes the interdependence of natural environment features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.

(b) The Natural Environment Designation is subject to the policies of the Official Plan.

Intent

(a) The biodiversity, ecological function, and connectivity of the natural features within the Natural Environment Designation shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. The Natural Environment Designation is intended to:

(i) Protect the health and water quality of the watercourses, including Prudhommes Creek and Jordan Harbour West Creek;
(ii) Conserve biodiversity;
(iii) Protect all significant natural features and their ecological functions; and,
(iv) Protect surface and underground water resources.

Composition

(a) The Natural Environment Designation is comprised of the natural features that the Town shall protect and conserve, such as the waterfront edge restoration area and Prudhommes Creek and Jordan Harbour West Creek watercourses. Associated buffers, which are not shown on the Schedules to this Secondary Plan, are to be defined through the completion of an Environmental Impact Study.

(b) The boundaries of those areas identified within the Natural Environment Designation are delineated on Schedule 'B1' – Land Use and comprise:

(i) The land lying between the Lake Ontario Standard Wave Action Offset Limit and the shoreline;

(ii) The valleylands associated with Prudhommes Creek and Twenty Mile Creek; and,
(iii) Those lands lying within the 100-year floodline or wave uprush, whichever is the greater.

Permitted Uses

(a) Permitted uses on lands within the Natural Environment Designation (subject to the potential requirement of an Environmental Impact Study) may include:

(i) Forest, fish and wildlife management uses;
(ii) Small-scale, passive recreational uses such as active transportation trails, fences, docks and picnic facilities that will have no negative impact on natural features or on their ecological functions;
(iii) Municipal infrastructure;
(iv) Conservation and flood control projects and shoreline protection works where it has been demonstrated that they are necessary in the public interest and other alternatives are not available; and,
(v) Existing lawful uses, restricted to their geographic location as of the date of the passing of this Secondary Plan.

(b) Uses permitted within the Natural Environment Designation, as it applies to the Lake Ontario shoreline, shall comprise shoreline protection works, viewing areas, passive recreational areas, interpretive areas, walkways and trails, docks, and piers.

General Policies

(a) It is intended that more definitive boundaries of the Natural Environment Designation be established through the preparation of an Environmental Impact Study in accordance with the Official Plan, and in consultation with the relevant agencies during the consideration of development proposals. Reductions or increases to such boundaries will not require an Amendment to this Plan and shall be implemented through the complementary Zoning By-law.

(b) All lands within the Natural Environment Designation may be dedicated to the municipality or other government agency. However, should such a dedication occur as a result of the development of lands, such dedications shall not be considered a component of the required land dedication for park purposes pursuant to the Planning Act. Portions of those lands used for trails and walkways may be considered a component of the required parkland dedication, subject to the approval of the Town.

(c) All development and site alteration within or adjacent to the Natural Environment Designation will be strictly controlled through the approval processes of the Town, Niagara Peninsula Conservation Authority (NPCA) – as per Ontario Regulation 155/06, and Ministry of Natural Resources.

(d) Butterfly habitat creation and a management plan targeted toward the Monarch Butterfly and other pollinator species shall be required prior to of the approval of

Draft Plans of Subdivision and Site Plans within the Secondary Plan, to the satisfaction of the Town. This may include the preparation of an Environmental Impact Study, to be determined by the Town, and the NPCA. Habitat creation will be considered in all development applications. The ecological setbacks, buffers and areas within the Natural Environment Designation can be utilized as priority areas to achieve this objective.

(e) Development and Site alternation in habitat of endangered and/or threatened species shall be in accordance with provincial and federal requirements.

(f) Lands within the Natural Environment Designation will be integrated with other open spaces and the waterfront trail and edge, which will be essential in defining the Waterfront Promenade and providing opportunities to link to the Niagara Benchlands/Jordan Harbour Tourist Area.

(g) The Natural Environment Designation should be physically and visually accessible from the adjacent street network.

(h) Any planting occurring in the Natural Environment Designation shall include non-invasive, drought-tolerant plantings that integrate, complement, and support the adjacent natural environment features in a naturalized, self-sustaining manner.

Policies for the Swale Adjacent to Victoria Shores

(a) The former swale that ran from the Vicotria Avenue interchange to Lake Ontario adjacent to the eastern border of the Victoria Shores Plan of Subdivision has been replaced with a pipe storm sewer. A public space buffer of 8.0m will be provided between the rear property lines of Victoria Shores and the rear property lines of new lots in the Prudhommes Landing Plan of Subdivision. This area will be enhanced with new tree plantings and a multi-use trail that will provide an off-street pedestrian link from the North Service Road to Lake Ontario. A new channel outfall at Lake Ontario has been constructed to mitigate erosion impacts into Lake Ontario and to protect the shoreline.

Policies for the Lake Ontario Shoreline

(a) The Secondary Plan Area is the Town's only urban area with lake frontage of which approximately 610 metres is almost undeveloped. It is imperative that appropriate public access to and along the water's edge be provided and the establishment of views to the Lake be maximized.

(b) Schedule 'B5' – Constraints, Shoreline Stabilization Area identifies the area where shoreline stabilization and erosion issues must be considered. This Secondary Plan intends that the 100-year erosion limit of Lake Ontario will not have a substantial impact on the development of the Secondary Plan Area, as the erosion hazard can be adequately overcome by protective measures approved by the Niagara Peninsula Conservation Authority and Ministry of Natural Resources. However, a program of shoreline protection is required and should include, in addition to being designed in accordance with coastal engineering standards and practices, habitat

enhancement, naturalization of selected areas of the shoreline, preservation of significant shoreline features and bioengineering stabilization of the shoreline slope, where appropriate.

(c) The construction and maintenance of the protective shoreline measures shall be required. The protective shoreline measures shall be implemented through subsequent planning approvals. No development is permitted within the 100-year erosion limit of Lake Ontario until protective shoreline measures are in place.

(d) Located along the Lake Ontario shoreline there may be areas of critical fish habitat. Site development/redevelopment, including shoreline protection works, docks and piers, and points of storm water discharge, shall ensure that where areas of critical fish habitat exist, they are not adversely impacted. The developer shall be responsible for undertaking the appropriate study in accordance with the policies of the Official Plan.

(e) In recognition of the significance of the natural resource system associated with the shoreline, it is a requirement of this Secondary Plan that the design of shoreline protective measures includes vegetative areas and plantings, where possible, that appropriately address the aesthetic and natural resource values of the shoreline.

2.3.4.14.3 Parks and Open Space Designation

Intent

(a) It is the intent of this Secondary Plan that the areas designated as Parks and Open Space on Schedule ‘B1’ – Land Use indicate major public park space resources that, due to their location and significance, merit recognition. Public parks, particularly those adjacent to Lake Ontario, can become major destinations for Town residents and visitors.

(b) The Parks and Open Space Designation hierarchy for the Secondary Plan Area is comprised of the Central Park Plaza, parks, and pocket parks.

(c) Parks and Open Space uses are permitted throughout the Secondary Plan Area and as such may not be specifically identified on the Schedules at this time. Only significant park elements are identified on Schedule ‘B1’ – Land Use. The Official Plan policy framework supports that additional contributions to the public realm network may be provided where urban development forms prevail. These pocket parks may be publicly or privately owned.

(d) The Parks and Open Space uses are major focal areas in the Secondary Plan Area and are significant aesthetic organizing features for the community.

Permitted Uses

(a) Parks and Open Space uses may include lands for active and passive recreation uses, including public and private parks, museums, recreation facilities, beaches, playfields, and similar uses.

(b) Conservation uses are encouraged within the Parks and Open Space Designation. The Town will require, on lands in the Parks and Open Space Designation in proximity to the Natural Environment Designation, rehabilitation and a natural gradient to enhance the restoration of ecosystem integrity and reduce the edge effect on the local ecology, in accordance with the policies of this Secondary Plan.

(c) Accessory commercial uses may be considered where deemed appropriate and supportive of the primary recreational use.

General Policies

(a) The following policies apply to the Parks and Open Space Designation in the Secondary Plan Area:

(i) Parks and Open Space uses shall be provided in accordance with Schedule 'B1' – Land Use;
(ii) Parks and Open Space uses will be safe, secure, and accessible to the public;
(iii) Comprehensive maintenance schedules will be developed by the Town for all Parks and Open Space uses, including existing and new, to ensure safe, accessible, and healthy landscapes;
(iv) The design of lands in the Parks and Open Space Designation will prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the Parks and Open Space elements;
(v) Pedestrian amenities, such as backed seating, tables, washrooms, water fountains, and waste receptacles should be of a high quality and readily available within Parks and Open Space Designation Lands;
(vi) Parks and Open Spaces will be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities in the design of the Parks and Open Space Designation;
(vii) Parks and Open Spaces may include Public Art;
(viii) Parks and Open Space Uses will include high quality, barrier free programmable space that can accommodate the needs of Parks and Open Space users and facilitate socializing, special events, and recreation; and,
(ix) Parks and Open Space lands will create and enhance opportunities for greening and shall be appropriately linked with other elements of the Natural Environment.

(b) Parkland shall be dedicated to the Town in accordance with Section 3.6.4 of the Official Plan.

Central Park Plaza

(a) At the heart of the waterfront, a Central Park will connect the Central Plaza and its activities with the waterfront. The Central Park Plaza will flow seamlessly across the Waterfront Promenade, and toward the natural environment and water's edge.

(b) At the park's edge, features should be smaller in scale, flexible, and provide visual and recreational interest. The centre of the space should be used for play, sport, and special events, with the north edge aligned toward walking, hiking, and passive recreation as it approaches the natural areas.

(c) The Central Park will create significant urban design benefits, acting as an extension of residents' outdoor living spaces, and welcoming visitors to the waterfront area.

(d) The Central Park will be fronted by the Main Street, the Waterfront Promenade, and by retail destinations. The Central Park Plaza will connect to the Main Street to the south and the waterfront Central Park to the north. From the main gateway into the Prudhommes central commercial district, the Central Park will form a visual anchor and create a new resident and tourist destination along the waterfront. The Central Park is identified as a Minor Gateway on Schedule 'B3' - Urban Design Features. The Central Plaza shall include:

(i) High quality hardscape treatments, lighting, finishes and site furnishings used to create visual interest and a welcoming atmosphere. Flexible bollards can open or restrict the space to vehicles as desired;
(ii) A vertical element or public art to provide an anchor to the north-south visual axis; and,
(iii) Visitor parking.

Prudhommes East Park
Deferral

(e) Prudhommes East Park is a linear, waterfront open space feature serving the adjacent medium and high-rise residential areas. This park will accommodate trails, naturalized planting areas, and open lawn spaces for a variety of passive recreation activities. The East Park should serve as a landscape buffer between the North Service Road and the shore of Lake Ontario, framing open views to the lake.

Pocket Parks

(a) The following policies apply to Pocket Parks, in addition to the policies for all Park and Open Space elements:
(i) Pocket Parks are small, scaled components of the Parks and Open Space Designation. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres; and,
(ii) Pocket Parks are expected to develop with the following criteria in mind:
- Have frontage on at least one public street;
- Require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and,
- Facilities shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants, and facilities that promote a passive, relaxing atmosphere.

(b) Pocket Parks may be publicly owned or privately owned. However, if they are to count toward a required parkland dedication under the provisions of the Planning Act, they shall:

(i) Be designed and built to standards acceptable to the Town;
(ii) Have a maintenance agreement that is satisfactory to the Town; and,
(iii) Ensure public access at all times, or other arrangements, satisfactory to the Town.



Figure 32: Central Park should include a variety of plantings



Figure 33: Central Plaza will be a visible destination in an open and flexible space

2.3.4.15 Mobility and Active Transportation

2.3.4.15.1 General Mobility Policies

(a) The street network serving this Secondary Plan Area will be developed under the principles of "complete streets", with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles. The street network may include public and private streets and is outlined on Schedule 'B4' - Active Transportation.

(b) The policies applicable to the provision of transportation services within this Secondary Plan are included in the Official Plan. Notwithstanding the provisions of the Official Plan, streets shall be provided in accordance with the provisions and standards established through this Secondary Plan.

(c) Alternative design standards and opportunities for public or private ownership for the street network are encouraged by this Secondary Plan. This Secondary Plan requires that the North Service Road, the Waterfront Promenade, the Main Street, and the Collector Roads be public streets. Local Roads and Lanes may be either public or retained in private ownership, to the satisfaction of the Town.

(d) Lighting of the street network, adjacent walkways, sidewalks, and public spaces shall be functionally appropriate, and properly scaled to increase security and comfort for users. Lighting shall be dark sky compliant.

(e) Lanes widths for vehicular travel should be minimized yet allow for transit and emergency services circulation. Pedestrian spaces and landscaped boulevards should be maximized to support active transportation initiatives.

(f) Minor revisions to street locations on Schedule 'B4' - Active Transportation and design requirements to incorporate design features such as streetscaping, low impact design and bikeways may be made without further Amendment to this Secondary Plan, provided the street network and design requirements are established and confirmed through detailed studies and development approvals, to the satisfaction of the Town.

2.3.4.16 Street Network

2.3.4.16.1 North Service Road

(a) North Service Road is a Regional Road that forms the southern edge of Prudhommes and is significant to the community by providing three main access points via the Main Street, the Waterfront Promenade, and the western Collector Road. It is a "window" into the community and provides terminating views to the waterfront.

(b) The North Service Road is a public street that will require an upgraded boulevard edge developed to an urban standard. It shall have a right-of-way width of 26.2 metres, in accordance with the Regional policies.

(c) The North Service Road shall implement the 14-metre setback to the building facades on the north side. The deep buffer and upgraded boulevard proposed along the north edge of the right-of-way, as well as the provision of a dedicated multi-use trail, will provide opportunities for cycling and pedestrian links to both the waterfront and between the east and west portions of the Secondary Plan Area. Where the street abuts developed areas, the landscaped buffer may consist of street trees in a formal arrangement. Where adjacent to natural areas, edge planting can transition to native vegetation.

The landscaped buffer shall be carefully configured to frame and reveal key views to the waterfront and public destinations, from the North Service Road, the multi-use trail and/or from the QEW. Views of the escarpment should also be considered, along with other scenic views along the North Service Road in the east and west directions.

These design requirements may be reviewed through a future streetscape Master Plan and in relation to the Region's Transportation Master Plan and Complete Streets Guidelines. The Streetscape Plan shall be implemented through future planning approvals.

2.3.4.16.2 Collector Roads

(a) The Collector Roads in the Secondary Plan Area are to be public streets that provide important connections between the North Service Road and the Waterfront Promenade and the Main Street. They define the community structure, support active transportation initiatives, and connect special destination areas.

(b) Collector Roads can provide internal access points to parking and servicing areas for commercial and employment lands along the North Service Road. Collector Roads should be designed to accommodate future transit service.

(c) Collector Roads shall generally include:

(i) A right-of-way width of 21.0 metres and will include on-street parking, a dedicated bicycle lane on at least one side of the roadway, and landscaping in the boulevards;
(ii) An 8.7 metre travel zone including two travel lanes and a dedicated 1.5 metre bike lane on at least one side;
(iii) An amenity zones of 5.1 metres on one side that will include tree planting and 7.2 metres on the opposite side that will include tree planting and curb extensions with integrated on-street parking; and,
(iv) A 1.8-metre-wide sidewalk zone on both sides of the street.

2.3.4.16.3 Local Roads

(a) Local Roads are identified on the Schedule 'B4' - Active Transportation. Their primary functions are to ensure a fine-grained development block pattern, and to provide view corridors through the development areas to Lake Ontario. Adjustments to the Local Road network may be permitted without an Amendment to this Plan, if the stated primary functions of the network are maintained, to the satisfaction of the Town.

(b) Local Roads may be public streets, or remain in private ownership, to the satisfaction of the Town.

(c) Curb extensions at intersections should be considered to shorten pedestrian crossing distances, to expand connection potential for active transportation and to provide additional space for planting and the potential provision of rain gardens.

(d) Local Roads will have a right-of-way width ranging from 18 metres to 20 metres and generally be designed to accommodate on-street parking, sidewalks, and landscaping in the boulevards. Further to this, Local Roads shall generally include:

(i) A 7 to 8 metre travel zone including 2 travel lanes and integrated bike lanes;
(ii) A 2.5-metre-wide parking lane behind curb extensions;
(iii) Amenity zones of 3.5 metres on both sides of the street that include tree planting; and,
(iv) A 1.5-metre-wide sidewalk zone.

(e) Local Roads provide direct and local access to the Waterfront Promenade, Collector Roads, and to the adjacent residential community of Victoria Shores. These streets will include pedestrian and cycling amenities, as appropriate.

2.3.4.16.4 Waterfront Promenade

(a) The Waterfront Promenade will be a public street and will serve as the most significant street within the Secondary Plan Area. In addition to being connected to the main entry points into Prudhommes through the North Service Road and the Collector Road Network, the majority of streets in the community will terminate at the Waterfront Promenade.

(b) This important street serves as the transition between Prudhommes' urban built form and its waterfront destination, and therefore maximum consideration needs to be given to how pedestrians shall cross and use this amenity space.

(c) The Waterfront Promenade will integrate sustainable stormwater management initiatives. Running parallel and to the north of the Waterfront Promenade, a bioswale will capture cistern overflow that mixes with roadway and parking area runoff from the surrounding community during heavy rainfalls and treat it before it drains to the Lake. The bioswale will also serve as a naturalized feature along the extent of the Promenade, providing a defined edge for the waterfront restoration area and open spaces. Alternate designs that achieve the same intent can be considered.

(d) Combined with the Central Park, this street will be the focus of the western portion of Prudhommes and a destination both locally and regionally.

(e) The Waterfront Promenade will have a right-of-way width ranging from 24 metres (curbless) to 27 metres (with curbs) depending on which street profile is applied. The dimensions for the street with curbs shall generally include:

(i) A 7.2 metre travel zone including 2 travel lanes and an integrated bike lane.
(ii) Amenity zones of 5.6 metres on the south side that include tree planting, street furniture, and curb extensions with integrated on-street parking and 10.0 metres on the north side including a 3.5 metre multi-use trail, the bioswale and which may include a 1.8 metre sidewalk, as appropriate.
(iii) A minimum 4.0 metre sidewalk zone on the south side adjacent to buildings.

2.3.4.16.5 Main Street

(a) The Main Street shall be a public street and will serve as the formal entry into the community and to the destination points of the Central Park.

(b) The Main Street will be predominantly sited with pedestrian-scaled buildings with at grade retail/commercial uses (e.g. mixed-use buildings) and have minimal setbacks to emphasize its urban condition and its gradual transition to the Central Park. The Main Street shall:

(i) Have high quality landscaping, street furniture, and features to denote its importance within the community; and,
(ii) Be designed to accommodate closures to vehicular traffic for special events. On-street parking lanes can be converted to other temporary uses, as appropriate.

(c) The Main Street will have a right-of-way width ranging from 22.5 to 23.5 metres and generally consist of on-street parking, a dedicated bicycle lane, amenity zones with high quality landscaping and street furniture, and sidewalks on both sides. The Main Street will generally consist of:

(i) An 8.2 metre travel zone including two travel lanes and a dedicated 1.5 metre bike lane;
(ii) An amenity zone of 6.2 metres on one side that includes tree planting, street furniture, and a 3.0 metre sidewalk; and,
(iii) An amenity zone of 8.7 metres on the opposite side that includes tree planting, street furniture, and a 3.0 metre sidewalk, and curb extensions with integrated on-street parking.

2.3.4.16.6 Lanes

(a) Lanes may be either public, or privately owned, to the satisfaction of the Town. Lanes will provide vehicular access to garages or parking facilities for grade-related low-rise, mid-rise, high-rise residential, and mixed-use buildings. Lanes are planned to be located at the rear of properties.

(b) Where lane-based development is provided, the following shall generally apply:

(i) Lanes shall be used to provide access to garages where front-facing garages are not permitted;
(ii) A maximum right-of-way width of 9 metres shall be permitted for lanes for grade related residential dwelling blocks. Wider lanes may be required for blocks sited with low-rise apartments, mid-rise, and high-rise buildings; and,
(iii) The use of permeable materials shall be encouraged in lane construction to assist in stormwater management within the community.

(c) Lanes with a right-of-way width of 9 metres will generally consist of:

(i) A 6.0 metre paved travel lane that can accommodate two car widths; and,
(ii) 1.5 metre paved shoulders on each side to accommodate pedestrians, snow storage, and wider vehicles or emergency vehicles, when required.

2.3.4.16.7 Public Transit

(a) The Town, in coordination with the Region, will develop an appropriate transit system for the Secondary Plan Area, where population levels justify such a system. Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.

(b) Development within the community must contribute to the creation of a sufficient density to make transit feasible and efficient in the long-term. As such, this Secondary Plan promotes compact development to support future transit services, reducing reliance on automobile use and a reduction in greenhouse gas emissions.

(c) This Secondary Plan is designed in anticipation of a regional transit service that has convenient links to, between, and through major destinations within the community, and to the broader region. Transit supportive design requires the following:

(i) Locate stops within a 5-minute walk of a destination. The walking distance for residents is generally 200 to 400 metres (3-to-5-minute walk);
(ii) Ensure the coordination of the transit network with the multi-use trails and path system to further the accessibility of transit; and,
(iii) The Town will provide a range of transit facility amenities including but not limited to bicycle parking, weather protection, seating, waste baskets, lighting, route information, and automated fare machines at transit stops.

2.3.4.16.8 Gateways

(a) Schedule 'B3' – Urban Design Features identifies major and minor gateways across the Secondary Plan Area.

(i) The sense of gateway or entry should be created with the combined effect of all contributing elements including built form and streetscape design;
(ii) A gateway in these locations could include a water feature;
(iii) The Town will coordinate urban design for all corners of any gateway location;
(iv) The massing and design of buildings should indicate the important gateway location; and,
(v) Where possible, a centre median with a minimum width of 3.5 metres and a boulevard treatment should be introduced at the southern entry point at Main Street and the North Service Road for added emphasis at this Major Gateway.

2.3.4.16.9 Active Transportation

(a) This Secondary Plan:

(i) Provides for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling; and,
(ii) Requires that all development contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.

(b) Sidewalks, bike lanes, and multi-use paths will connect to the street network to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.

(c) Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian and cyclist comfort and safety and will be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.

2.3.4.16.10 Street Network and Block Pattern

(a) This Secondary Plan requires that a highly walkable community is developed based on an interconnected network of streets, with pedestrian supportive streetscapes that provide for ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles to ensure that all members of society have a range of transportation options.

(b) Development will be accommodated on a connected and permeable grid of streets - including Regional Roads, Collector Roads, Local Roads, Private Roads and Lanes - and associated parks and open spaces to establish a fine grain network of development blocks that achieve an orderly and efficient pattern and visual interest and diversity. Development block lengths shall generally be designed to a maximum of 250 metres.

(c) Cul-de-sacs, crescent streets, and loop streets will not be utilized unless they can provide pedestrian connections to adjacent or nearby significant infrastructure, or are abutting a natural feature, to the satisfaction of the Town.

(d) Back lotting or reverse lot frontages should be avoided where feasible and not considered unless demonstrated to be the only alternative, to the satisfaction of the Town.

(e) The street network should be designed to provide, where possible, vistas and view sheds to Lake Ontario, public parks and open spaces, and to environmental features to assist in the creation of a sense of place. The single-loaded eastern portion of the Waterfront Promenade will be the central design element of this Secondary Plan.

(f) A connection between the Prudhommes site and the existing Victoria Shores will be maintained in the context of interconnected complete communities and to provide access for pedestrians/cyclists and for provision of emergency services. The design of this connection will include measures to prohibit vehicular travel (other than EMS vehicles) such as flexible bollards, landscaping and traffic calming measures.

2.3.4.16.11 Streetscapes and Sidewalks

(a) The coordinated installation of roadways, utilities, sidewalks, bicycle lanes, streetscaping elements, lighting and tree planting will be part of the planning, design, and development of all streets. Particular regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes and for safe transfers on and off of transit vehicles.

(b) Sidewalks shall form a continuous network throughout the community and constitute an integral part of the pedestrian system to promote active transportation. Sidewalks

shall connect to the trail system to integrate community circulation. Sidewalks shall be provided on both sides of all streets. Sidewalk widths shall generally be as follows:

(i) 1.5 metres on Local Roads;
(ii) 1.8 metres on Collector Roads, the Waterfront Promenade, and the North Service Road; and,
(iii) 3.0 metres along the Main Street.

(c) All sidewalks shall be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.

(d) All utilities shall be located underground. Where components of utilities must be located above ground, utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, gateway features and lamp posts.

(e) Pedestrian crossings shall be provided at every four-way intersection. Signalized pedestrian crosswalks shall be provided at locations where important civic destinations and/or significant walking traffic is anticipated, such as near large scale retail stores and community facilities such as recreation centres and libraries. Pedestrian crossings shall generally:
(i) Have a minimum width of 3.0 metres;
(ii) Utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians. At minimum, they should be identified with distinctive painted lines;
(iii) Be highly visible to motorists and include appropriate signage;
(iv) Be continuous and connected to adjacent sidewalks;
(v) Minimize the height of the curb cuts to facilitate wheelchair and stroller usage; and,
(vi) Design curb ramps with raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments.

(f) Streetscaping elements shall be provided throughout the community. They shall be designed to be consistent and complementary to the character of the community. Streetscaping elements include, but are not limited to:

(i) Street lighting;
(ii) Street trees;
(iii) Landscape plantings;
(iv) Street furnishings such as:
- Benches;
- Planter boxes;
- Waste/recycling receptacles;
- Bicycle racks;
- Newspaper boxes;

(v) Special paving; and,
(vi) Signage/wayfinding.

(g) Street trees will be planned for in the following manner:

(i) Street trees shall be provided on both sides of all public streets, within the public right-of-way, with the exception of the Waterfront Promenade, which will require a special tree planting strategy that maximizes views over Lake Ontario;
(ii) Street trees shall be planted at intervals of 6.0 to 9.0 metres, where practical, based on factors such as utility requirements, driveway and street furniture locations;
(iii) Street trees shall be located a minimum of 1.0 metre away from a driveway edge, although 2.0 metres is preferred;
(iv) Street trees shall be of a species that would provide a large canopy and shade over sidewalks; and,
(v) A diversity of drought tolerant, non-invasive, salt tolerant, tree species shall be considered and provided along each street.

2.3.4.16.12 Multi-Use Trails

(a) Multi-use trails are a component of the active transportation network for use by pedestrians, cyclists, and other non-vehicular modes of transportation, and are a crucial component of an integrated parks and open space system.

(b) In developing a comprehensive multi-use trail system throughout the community, the following shall apply:
(i) The multi-use trails network will include and link to trails adjacent to natural features, stormwater management facilities, parks and open spaces, and the sidewalks and bike lanes within the street network;
(ii) Elements of the multi-use trail system will be promoted across the QEW, linking this Secondary Plan with the Niagara Benchlands Tourism Area and beyond;
(iii) Multi-use trails, where adjacent to the street system, will generally be separated from the road right-of-way by a landscaped strip; and,
(iv) Where a multi-use trail is adjacent to, and within the prescribed buffer of any environmental feature, it will be designed to avoid impact on the features and their ecological functions, including the requirement to utilize native, non-invasive plant materials.

(c) The design of the multi-use trail network shall generally:

(i) Be a minimum width of 3.5 metres, up to 6.0 metres;
(ii) Have slopes under 5 percent;
(iii) Use permeable materials, where feasible, and be AODA compliant;
(iv) Include wayfinding and interpretative signage throughout;
(v) Provide, at trail heads and at regular intervals along the route, benches, waste and recycling receptacles, shade structures, and bicycle racks; and,
(vi) Minimize vehicular crossings, but where they do cross, provide clear signage and appropriate curb-cuts.

2.3.4.16.13 Lighting

(a) Lighting must be designed with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community.

(b) All pedestrian scaled lighting within the community, including along all streets, multi-use trails and within parks, open spaces, and outdoor, surface parking lots, will have pedestrian-scaled lighting, limited to a maximum height of 4.6 metres.

(c) Lighting design shall include sustainable, energy efficient light fixtures (e.g. PV, LED) and promote Dark Sky/Nighttime Friendly compliant practices.

2.3.4.16.14 Traffic Calming

(a) Traffic calming will be achieved by using:

(i) Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr. and vehicles must yield to pedestrians and cyclists);
(ii) Street design that discourages vehicle speeding through ROW curvature, complimentary streetscape design, building proximity to the road and boulevard street tree planting.
(iii) Maximum traffic lane widths; and/or,
(iv) Minimum number of traffic lanes in the roadway.

(b) On-street parking is an excellent traffic calming device to slow traffic and acts as a safety buffer separating the pedestrian realm from vehicles. On-street parking should be designed as follows:

(i) Parking should be provided on at least one side of the street for all Local and Collector Roads; and,
(ii) On-street parking areas may be demarcated with a special pavement treatment in limited special areas in order to distinguish the parking lane from the roadway.

2.3.4.16.15 Transportation Demand Management

(a) Appropriate transportation demand management measures to reduce single occupancy automobile trips will be identified in transportation studies and in development applications. This could include preferential carpool parking, bicycle facilities and alternative work arrangements.

2.3.4.16.16 Parking

(a) Locating parking within the front yard of properties adjacent to the street detracts from creating a welcoming and safe pedestrian environment. As such, this Secondary Plan shall encourage parking spaces located to the rear of buildings, accessed through rear lanes or in structure.

(b) Alternative parking requirements will be required to address new development forms and broader community needs.

(c) In addition, for all other building forms and uses, development shall include parking for bicycles, in accordance with the following:

(i) Provide bicycle parking at retail, commercial, and employment areas, as well as at destinations to promote purposeful cycling;
(ii) Provide bike storage sheltered from weather for 15% of total building occupants for all multiple and apartment form residential developments;
(iii) For non-residential development, place accessible and secure bike racks at the front of buildings; and,
(iv) Provide bicycle racks at all parks.

(d) Where large scale, at grade parking lots are provided, they will be designed to incorporate some, or all of the following:

(i) Appropriate building orientation, including building entrance locations, oriented to the street;
(ii) Clearly defined pedestrian access, connectivity, and circulation routes;
(iii) Light coloured and porous/permeable paving surfaces; and,
(iv) Tree planting and other landscaping elements, including landscaped islands and screening from adjacent uses with planting.

2.3.5 Providing Sustainable Services

2.3.5.1 Sanitary Sewage and Water Supply Services

2.3.5.1.1 Sanitary Sewer System

(a) The sanitary sewer outlet for the development lands and existing developments to the east of the Secondary Plan Area is the Laurie Avenue Sewage Pumping Station and benefits multiple landowners. Therefore, the project for the construction of the sanitary sewer shall be identified in the Town's Development Charges Background Study as a 100% growth related project to be funded by Development Charges. Oversizing of the sewer shall be considered for the best potential densities on existing development lands upstream.

(b) Development of the Secondary Plan Area will require upgrades to, and expansion of, the Laurie Avenue Sewage Pumping Station and forcemain, as well as the Victoria Avenue Sewage Pumping Station and the downstream conveyance systems which are owned and operated by Niagara Region. In addition, the Town gravity sewer from the station easterly along Laurie Avenue and Dustan Street to Prudhommes will require upgrades. All improvements and upgrades to these Regional facilities have been identified in the Regional and Town Development Charges By-laws and the associated Development Charges Background Study. The financial responsibility for the system improvements shall be in accordance with the Regional Development Charges By-law.

(c) Existing commercial and industrial operations located to the east and outside of the Prudhommes Secondary Plan Area are currently provided with sewer services via a private forcemain that discharges to the sewer at the intersection of North Service Road and Victoria Avenue North. Since the total sewer flow from the Prudhommes Landing Plan of Subdivision is expected to exceed the allowable flows at the upgrade Laurie Avenue Sewage Pumping Station an additional Sewage Pumping Station is expected to be constructed within the Plan of Subdivision to provide a sewer outlet for the excess flows and for the existing operations located outside the Secondary Plan Area.

2.3.5.1.2 Water Distribution System

(a) A number of watermains of varying size shall be constructed through the area in order to provide an appropriate potable water supply, including fire flows, to accommodate the demands of the area. Said works shall be designed in accordance with acceptable municipal standards.

(b) A number of improvements to the external water distribution system are required in order for ultimate site development to be realized. Particularly, the replacement of a watermain along Jordan Road from Fourth Avenue to North Service Road. Prior to development proceeding, the Town, in conjunction with the developer, shall formalize the required water system improvements and the timing of said improvements.

(c) Generally, the financial responsibility for the water system improvements shall be in accordance with the Town Development Charges By-law. Nonetheless, the municipality contemplates that the “front ending” of this cost will have to be provided by the developer and reimbursements for eligible development charge credits negotiated through the development agreement process.

2.3.5.2 Stormwater Management

2.3.5.2.1 General Policies for Stormwater Management

(a) All new development in the Secondary Plan Area shall utilize stormwater management techniques to control the quality of run-off and control erosion and sedimentation during and after construction, in order to minimize adverse effects on the receiving body of water.

(b) Planning for stormwater management shall:

(i) Minimize, or, where possible, prevent increases in contaminant loads;
(ii) Minimize changes in water balance and erosion;
(iii) Not increase the risk to human health and safety and property damage;
(iv) Maximize the extent and function of vegetative and pervious surfaces; and,
(v) Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

(c) Storm drainage for the Secondary Plan Area shall be accommodated by a combination of stormwater management systems, with discharge into Lake Ontario. Storm discharge shall be adequately treated in accordance with Provincial standards.

2.3.5.2.2 Water Use and Management

(a) All new development in the Secondary Plan Area shall consider the following:

(i) Encourage the implementation of Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, at-source infiltration, and greywater re-use systems.

(ii) Encourage innovative stormwater retention and run-off techniques and practices such as:

- Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
- Inclusion of third pipe greywater systems and rainwater harvesting for watering lawns and gardening to reduce demand on potable water use;
- Where possible direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
- Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
- Use infiltration trenches, dry swales, and naturalized bioswales to improve on-site infiltration.

(b) Introduce green infrastructure, such as bioswales, within the street rights-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

(c) Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and various types of road surfaces as a stormwater run-off management strategy.

(d) Consider a rainwater harvesting program to provide the passive irrigation of public and/or private greenspace, including absorbent landscaping, landscaped walls, cisterns, rain barrels, underground storage tanks and/or infiltration trenches.

(e) Encourage xeriscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a community-wide level.

(f) Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.

(g) Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

2.3.5.3 Utilities

(a) The Town shall participate in discussions with utility providers such as hydroelectric power, communications/telecommunications, pipelines and natural gas to ensure that sufficient infrastructure is or will be in place to serve the Secondary Plan Area.

(b) Utility services shall be located below grade. The Town shall promote utilities to be planned for and installed in initial common trenches, where feasible, in a coordinated and integrated basis in order to be more efficient, cost effective, and to minimize disruption.

(c) Where utility services must be located above grade, they shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible. The Town will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters, when determining appropriate locations for large utility equipment and utility cluster sites.

2.3.6 Special Policy Area
Deferral

(a) Notwithstanding the current designation in the Greenbelt Plan the lands identified on Schedule 'B5' – Constraints are shown as a Special Policy Area on Schedule 'A' Land use to the Prudhommes Secondary Plan. These lands shall be permitted to continue their existing uses or redevelop in accordance with the uses permitted in the Secondary Plan for the following reasons:

(i) The lands are currently fully developed with non-agricultural uses and have been for decades and there is no opportunity for these lands to be returned to agricultural purposes.
(ii) The lands are identified as an Undelineated Built Up Area in the Growth Plan for the Greater Golden Horseshoe. Therefore, through this identification, these lands are recognized as a cluster of non-agricultural settlement uses.
(iii) The Region and the Town recognize these lands as developed and support the redevelopment of already developed lands to accommodate growth so that true specialty crop lands in the Town will be protected.
(iv) The lands are already serviced with municipal services and are adjacent to a serviced urban area.
(v) The lands are already zoned for non-agricultural uses.
(vi) The entirety of the Secondary Plan area supports the development of a complete community and celebrates the area as a landmarked and key destination in the Region and the Town.

(b) Therefore, the land use direction set out in the Secondary Plan establishes appropriate redevelopment opportunities and efficient use of serviced land with no potential to return to agricultural uses. Applicable land use policies of the Secondary Plan shall apply.

The Town encourages the Province in their next review of the Greenbelt Plan to remove these lands from the Specialty Crop – Niagara Tender Fruit and Grape Area designation to support the expansion of the Prudhommes Urban Boundary as identified in the Regional Official Plan.

Beamsville GO Transit Station Secondary Plan



PART 3 – *BEAMSVILLE GO TRANSIT STATION SECONDARY PLAN*

3.1 Introduction

3.1.1 Vision for the Beamsville GO Transit Station Area

The Beamsville GO Transit Station Area represents a long-term opportunity for a GO Transit Station that would provide a stop between Grimsby and St. Catharines.

The main access way into Beamsville is Ontario Street, which is lined with industrial uses to the north of the rail corridor, residential to the south of the rail corridor, with some commercial clusters throughout. Beamsville is surrounded by agricultural lands, with the GO Transit Station location proposed adjacent to the Urban Area Boundary. The Beamsville community is supported by wine-related tourism and agricultural-related industry.

Maintaining the existing character of Lincoln while balancing opportunities for growth and intensification is an important goal in the Town's Official Plan. The vision for future development in the Beamsville GO Transit Station Secondary Plan Area is mindful of this, while at the same time recognizing Provincial Planning Statement policies requiring higher densities and more compact built form adjacent to Major Transit Station Areas. To support rapid transit expansion, the lands around the GO Transit Station will be planned with mid to high-rise residential and mixed-use development, as required in accordance with Provincial Planning Statement policies pertaining to land uses and built forms in the vicinity of a transit station. This growth should be focused along the north side of Greenlane, which will accommodate a range of mixed use-built form. The intensification of this area will provide a transition between the stable residential lands to the south of Greenlane and the industrial uses to the north of the rail corridor and should incorporate new open spaces and community facilities.

The industrial lands to the north of the rail corridor will be protected for employment use and, where possible, will evolve to provide opportunities for denser forms of employment. New office commercial uses will be directed to locate along Ontario Street, facilitating a street edge while providing for a more compact built form in proximity to the GO Transit Station and highway interchange. Significant streetscape improvements will be directed to Ontario Street, to improve the public realm for pedestrians, cyclists and transit users. By 2051, the area has potential to accommodate an additional 4,500 to 7,000 people and 950 to 2000 employees.

This Secondary Plan applies to the lands within the Secondary Plan Area as identified on Schedules 'B6', 'B7', B8', B9', B10', B11-1', B11-2', and 'B11-3' to this Plan.

3.2 Beamsville GO Transit Station Secondary Plan Objectives

1. Plan for redevelopment along Greenlane in proximity to the future GO Transit Station
2. Improve the streetscape and pedestrian realm along Ontario Street
3. Protect employment lands and attract new investment
4. Support connectivity and integration of the GO Transit Station
5. Protect stable residential neighbourhoods
6. Promote active transportation and make efficient use of existing infrastructure.
7. Encourage creation of complete communities

3.3 Secondary Plan Area Limits

The limits of the Beamsville GO Transit Station Secondary Plan Area are depicted on Schedule 'B6'. The Secondary Plan Area extends approximately 800 metres around the potential GO Transit Station site and includes key properties that may redevelop as a result of the GO Transit Station, as well as corridors that will form important transportation arteries and connections to and from the GO Transit Station.

Changes to the boundary of the Secondary Plan will require an Official Plan Amendment.

3.4 Land Use Policies

3.4.1 Land Use Structure

Lands within the Secondary Plan Area are designated one of the following land use categories, as depicted on **Schedule 'B6'**:

(a) Low Density Residential

(b) Medium Density Residential

(c) High Density Residential

(d) Mixed Use

(e) Industrial

(f) Office Commercial

(g) Agricultural Area

(h) Parks and Open Space

(i) Natural Environment

(j) Protected Major Transit Station Area

3.4.2 Relationship with the Town of Lincoln Official Plan Land Use Categories and Permissions

The land use designations for the Secondary Plan are intended to complement the broader land use designations provided in the Official Plan. In most cases, the land use policies and permissions described in the Secondary Plan are more detailed than those provided for within the Official Plan. Where there are inconsistencies between a particular policy in the Official Plan and the Secondary Plan, the policies of the Secondary Plan shall prevail, except where Employment Area policies of Section 3.5.5 of the Official Plan are applicable, the policies of the Official Plan shall prevail.

3.4.3 General Policies

The following uses are permitted in all land use designations in this Secondary Plan:

(a) A use which is accessory to a permitted use;

(b) Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan, the Town's Zoning By-law, and this Secondary Plan;

(c) Public utilities, including water, wastewater and stormwater infrastructure (except within the Natural Open Space system);

(d) Town parks, public spaces, and recreational facilities;

(e) Trails and active transportation connections, such as pedestrian and cycling network improvements; and,

(f) Institutional uses, as outlined in this Beamsville GO Transit Station Secondary Plan.

Nothing in this Beamsville GO Transit Station Secondary Plan will prohibit the continued operation of legal non-conforming uses of land, buildings or structures within the Secondary Plan Area. Please refer to the Official Plan Section 9.15 on Non-Conforming Uses.

3.4.4 Overall Density Targets

The land uses of the Beamsville GO Transit Station Secondary Plan are identified to support an overall density target of 150 people and jobs per hectare. This threshold is identified with the goal of promoting ridership and encouraging transit-supportive development in accordance with policies of the Provincial Planning Statement.

The highest priority for development and intensification is planned to occur within the Protected Major Transit Station Area which is located near planned public transit and is identified as a strategic growth area in the Regional Official Plan (delineated on Schedule 'B6'). The Protected Major Transit Station Area is required to achieve a minimum density target of 150 people and jobs per hectare by 2051 in accordance with the Provincial Planning Statement. Development within the Protected Major Transit Station Area will be guided by policies contained in Section 3.4.5 of this Secondary Plan.

3.4.4.1 Low Density Residential

Planned Function

The planned function of the Low-Density Residential designation is to provide opportunities for ground- oriented housing in a low-density format. The intention of this designation is to recognize the existing, established, low-density residential neighbourhoods which occupy a large portion of the study south of Greenlane. Areas which are designated for low density residential development are expected to be maintained as low density areas and should not be the focus of significant intensification.

Permitted Uses

Permitted uses include residential uses as outlined in Section 3.1.5.1 of the Official Plan, as well as other compatible housing forms (as defined in this Secondary Plan and other sections of the Town Official Plan).

All new residential development within existing stable residential neighbourhoods shall be subject to site plan control in accordance with the policies in Section 9.11 of the Official Plan. For sites located along the intensification corridor indicated on Schedule 'A2' of the Town's Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

The permitted net density for new low density residential is outlined in Section 3.1.5.1 of the Official Plan.

3.4.4.2 Medium Density Residential

Planned Function

The planned function of the Medium Density designation is to provide opportunities for residential development in a medium density format in proximity to existing residential uses. A diversity of dwelling types is encouraged to support the Town's range of accommodation options and housing intensification objectives while making efficient use of infrastructure and promoting walkability.

Permitted Uses

Permitted uses include medium density residential uses as outlined in Section 3.1.5.2 of the Town Official Plan.

All new Medium Density Residential development shall be subject to site plan control in accordance with the policies in Section 9.11 of the Official Plan. For sites located along the intensification corridor indicated on Schedule 'A2' of the Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

The permitted net density for new medium density residential is outlined in Section 3.1.5.2 of the Town Official Plan.

3.4.4.3 High Density Residential

Planned Function

The planned function of the High-Density Residential designation is to provide opportunities for residential development in a higher density development format. Diversity of dwelling types is encouraged to support the Town's range of housing options while efficiently utilizing infrastructure, encouraging walkability and promoting ridership of the future GO Transit Station.

Permitted Uses

Permitted uses include high density residential uses as outlined in Section 3.1.5.3 of the Town's Official Plan.

All new High Density Residential development shall be subject to site plan control in accordance with the policies in Section 9.11 of the Town's Official Plan.

Density

The permitted net density for new high density residential is outlined in Section 3.1.5.3 of the Official Plan, except that the maximum density permitted is 200 units per hectare.

3.4.4.4 Mixed Use

Planned Function

The planned function of the Mixed-Use designation is to provide opportunities for mixed use development in a medium to high density format. Uses can be mixed across a parcel or mixed within a building. Commercial, office, institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street. Consideration should be given to mitigate impacts (i.e., step-back design) when transitioning to the adjacent residential areas.

Permitted Uses

Permitted uses include medium and high-density residential uses such as:

(a) Low and mid-rise apartments;

(b) Townhouses;

(c) Commercial uses; and

(d) Office uses.

Permitted commercial uses include a full range of personal and professional service commercial uses, office, and may include recreational, community and cultural facilities as secondary uses. Large format retail uses are not permitted.

All new Mixed-Use development shall be subject to site plan control in accordance with the policies in Section 9.11 of the Town's Official Plan. For sites located within the intensification area indicated on Schedule 'A2' of the Town's Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

Residential development within the Mixed-Use designation is permitted from a minimum net density of 50 units per hectare up to a maximum of 200 units per hectare.

Form of Mixed-Use Development and Redevelopment

On existing developed sites, mixed use and/or stand-alone residential, commercial and institutional infilling is permitted. On vacant sites, new development shall be in a mixed-use format (either mixed within a building or across the site). Commercial uses should face the street and be located as close to the frontage as possible.

3.4.4.5 Industrial

Planned Function

The planned function of the Industrial Area designation is to provide a range of employment uses with provisions allowing for a variety of lot sizes that offer flexibility for attracting and accommodating a wide range of industrial and associated employment uses. Lands designated Industrial Area are considered part of the Town's *Employment Area* Designation as identified in Section 3.5.5 of the Official Plan. The policies of the *Employment Area* Designation shall apply to these lands and shall be read in conjunction with the policies of this Secondary Plan. In the event of a conflict between these policies, the *Employment Area* Designation policies shall prevail.

Permitted Uses

Permitted uses include:

(a) Manufacturing;

(b) Processing;

(c) Servicing;

(d) Warehousing;

(e) Research and laboratories;

(f) Data processing and development; and

(g) Uses of similar nature (as per the Town of Lincoln Official Plan Section 3.5.5).

Uses that are incidental or ancillary to industrial operations, such as a retail and wholesale division operated as a subsidiary function of any industry, may be permitted in the Industrial Area in accordance with Section 3.5.5 of the Official Plan. Retailing is only permitted as an accessory use to a permitted use and will be limited in size so as not to interfere with or detract from the primary function of the area. Major retail uses are considered to be non-employment uses and are not permitted. Storage of outdoor goods and materials is not permitted.

Permitted uses within the Industrial Area designation shall be subject to the Employment Area policies outlined in Section 3.5.5 of the Official Plan.

Density

The minimum overall employment density target for development and redevelopment within the Industrial Area designation is outlined in Section 3.5.5.3 of the Official Plan.

Form of Industrial and Redevelopment

While areas designated as Industrial will continue to accommodate vehicles and trucks, development in these areas will be designed to accommodate pedestrian and cycling connections to and from industrial facilities in order to serve the daily population and to facilitate access to public transit. Design of these facilities should be undertaken in accordance with the urban design guidelines identified in Section 8.6 of the Official Plan.

The Secondary Plan envisions a comprehensively planned and high-quality employment area with traditional employment uses. This area will serve as one of the gateways in the Town, and as such, is intended to reflect a dedication towards a strong sense of place, sustainability, and economic development. Gateway design should be consistent with the policies in Section 3.7.1.1 Gateways of this Beamsville GO Transit Station Secondary Plan.

3.4.4.6 Office Commercial

Planned Function

The Office Commercial designation corresponds to existing employment lands generally located along Ontario Street north of the rail corridor leading to the QEW. This area acts as the main gateway to the Transit Station Area and as a transition from the Industrial uses around the Transit Station Area. Therefore, their use and form should be of the highest quality and built form complementary to the streetscape along Ontario Street.

Particular attention should be paid to architectural design, and the animation of streetscape with active building frontages, high quality public realm, and sustainable site design. Office Commercial areas shall be characterized by high quality buildings in an attractive pedestrian friendly, connected, and transit-supportive working environment as outlined in Section 3.7.1 Urban Design Improvements of this Secondary Plan.

Permitted Uses

Notwithstanding Section 3.5 of the Official Plan regarding Employment uses, the Office Commercial designation in this Secondary Plan is intended to accommodate office-related uses that are compatible with the evolving nature of the Transit Station Area.

Permitted uses include:

(a) Office uses;

(b) Hotels, conference centres and banquet facilities;

(c) Medical clinics;

(d) Commercial schools;

(e) Personal service uses;

(f) Banks and financial services;

(g) Commercial parking garages (if associated with commercial/retail development);

(h) Commercial-recreational facilities;

(i) Complementary uses including licensed childcare establishment, food service, restaurants and security services, may be permitted provided the uses are compatible with the development and operation of the surrounding industrial uses; and,

(j) Limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use.

Uses within the Office Commercial designation shall also be subject to the policies outlined in Sections 3.5.3 and 3.5.4 of the Official Plan.

Form of Office Commercial and Redevelopment

The Office Commercial area is located in proximity to the QEW and provides an ideal location for 'landmark' buildings that can benefit from direct highway exposure. The range and scale of uses are designed to be compatible with and respect the surrounding residential neighbourhoods, and benefit from exposure to the QEW and the planned GO Transit Station.

The Town of Lincoln has a finite supply of employment lands and the expectation is that the Town will need to maintain and protect its supply for the long term. However, the Town also recognizes that there may be opportunities for mixed use development in close proximity to the future GO Station Site on lands which are currently designated for employment purposes in this Beamsville GO Transit Station Secondary Plan. These parcels should be reviewed as part of an Official Plan Amendment process to determine if there is a higher and better use for these lands. The Secondary Plan envisions a comprehensively planned and high-quality business district with office and other employment uses. This area will serve as one of the gateways in the Town, and as such, is intended to reflect a dedication towards a strong sense of place, sustainability, and economic development.

Density

Any development or redevelopment which proposes ancillary or accessory use(s) to the primary employment use within the Office Commercial designation shall be subject to a minimum employment density as outlined in Section 3.5.4.b of the Official Plan.

3.4.4.7 Agricultural Area

Please refer to Section 2.1 of the Official Plan. The Agricultural Area within the Secondary Plan boundary is designated specifically as '*Specialty Crop Area'* within the Town's Official Plan. This designation implements the Provincial Greenbelt Plan and recognizes the importance of specialty croplands for their unique ability to produce certain crops.

3.4.4.8 Parks and Open Space

Please refer to Section 3.6 of the Official Plan for the planned function and permitted uses within the Parks and Open Space designation. New recreation and open spaces shall be provided for based on the public realm policies, as outlined in the Urban Design Guidelines in Section 3.7 of this Secondary Plan.

In general, the public realm policies outlined in Section 3.7 Urban Design Guidelines are intended to ensure that a high-quality public realm, open space, and protected environment is achieved. The policies define an open space framework that links outdoor spaces through the creation of new parks, gateways, streetscape improvements, and active transportation connections to create a unique, beautiful, and healthy public realm environment. The public realm policies also provide guidance and direction for future investment into new parks, trails, streetscapes, sidewalks, and green spaces.

3.4.4.9 Natural Environment

Natural Environment areas within the Secondary Plan area have been identified on Schedule 'B6'. Please refer to Section 4.2 of the Official Plan for policies relating to Natural Environment Areas.

3.4.5 Protected Major Transit Station Area

The Protected Major Transit Station Area (PMTSA) consists of the area surrounding and including the planned GO Transit Station and is depicted on Schedule 'B6'. This is a strategic growth area which is planned to support a diverse mix of land uses, including affordable and attainable housing, and a population and employment base that will encourage and facilitate transit and active transportation.

The Protected Major Transit Station Area is planned to achieve a minimum density target of 150 people and jobs per hectare as outlined in Section 1.6.3 of the Official Plan, in accordance with the Provincial Planning Statement. The development of this area is planned to support the achievement of minimum density targets and will be subject to the land use designations depicted on Schedule 'B6' and the urban design policies contained in Section 3.7 of this Secondary Plan. Land uses and built forms that adversely affect the achievement of transit-supportive densities shall not be permitted.

The Town may consider the use of inclusionary zoning within the Protected Major Transit Station Area, in accordance with the Planning Act and Ontario Regulation 54/25, as a potential tool to support the provision of affordable housing.

Implementation of inclusionary zoning shall be subject to the completion of a financial feasibility analysis, demonstrating that such requirements would not adversely impact the viability of development or the achievement of planned growth, as required by provincial legislation and policy, and shall also require the adoption of Official Plan policies and an Inclusionary Zoning By-

law. The Town may consider inclusionary zoning in the future should market conditions support its implementation.

Development within the PMTSA should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible and applicable:

(a) Connections to local and regional transit services to support transit service integration;

(b) Infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

(c) Commuter pick-up/drop-off areas.

3.4.5.1 Transit Station Area

The Transit Station Area consists of the planned GO Transit Station site and is located within the PMTSA. The Transit Station Area should enhance traveler amenities, including internal pedestrian pathways, retail, shared commuter parking etc. The future land use and development of this area will be subject to the land use and urban design policies contained in Section 3.7 of this Secondary Plan.

Depending on the amount of space needed for parking at the GO Transit Station site, there may also be opportunities for on-site intensification and mixed-use development. Parking demand estimates will be confirmed through the detailed station design that would be undertaken in future phases.

3.4.5.2 Land Use Compatibility

3.4.5.2.1 Employment Uses

Any new proposed development which is within 1,000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility shall be subject to Ministry of the Environment and Climate Change D-6 Guidelines for Land Use Compatibility.

In addition to the above provisions, new proposed development should be oriented and designed to avoid land use incompatibility with surrounding land uses.

All *development* or *redevelopment* within the Industrial and Office Commercial designations shall be consistent with the general policies of Volume 1, Part 3.5.3.

3.4.5.2.2 Active Rail

No new residential development is permitted within a 30-metre setback of a rail right-of-way. Permitted uses within this setback include public and private roads, parkland and other outdoor recreational space including backyards, swimming pools and tennis courts, unenclosed gazebos, garages and other parking structures and storage sheds, where permitted within the policies of

this Beamsville GO Transit Station Secondary Plan and subject to the policies and regulations of CN Rail.

3.4.5.2.3 Provincial Highway

In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will be subject to MTO approval.

Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning.

Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited.

3.4.5.3 Building Height

The planned maximum building heights are shown on Schedule 'B7'. The heights depicted on Schedule 'B7' are intended to reflect the planned maximum number of storeys and the following policies apply:

(a) On a site-by-site basis, the Town may allow for marginally taller buildings where the findings of supporting studies, such as an urban design study and light/shadow study, can demonstrate that there are no negative impacts on adjacent properties;

(b) The Town may require a peer review for any studies which propose to exceed the planned building heights; and,

(c) All developments which are proposed to be taller than 6 storeys and are adjacent to existing residential communities or parks shall require a light/shadow study and an urban design study to demonstrate how the development fits within the context of the site and surrounding area.

Refer to the Town's Zoning By-law Schedules 'A1' and 'A2' for any additional building heights that have been established by site-specific Zoning By-law Amendment in accordance with Policy 5.4.5.3 of this Secondary Plan.

3.5 Transportation Policies

3.5.1 Transportation Network

The Secondary Plan Area is planned to be served by a multi-modal, integrated transportation network which accommodates pedestrians, cyclists, transit users and automobiles. Presently, there are a number of transportation challenges in the Beamsville GO Transit Station Secondary Plan Area, and the expectation is that there will continue to be challenges as the area grows.

Accordingly, there is a need to plan for a variety of improvements to the transportation network within the Beamsville GO Transit Station Secondary Plan Area to better connect people to destinations while also allowing people to move through the area in a relatively safe and efficient manner. The expectation is that improvements will be required to enhance automobile, transit, cycling and walking networks within and around the area to ensure that an appropriate balance of transportation options are provided. The transportation network must provide for a better balance of the full range of transportation modes. Public realm improvements (i.e., street furniture, landscaping treatments, tree plantings, etc.) should be considered for all road cross-sections.

The transportation improvements identified in this Beamsville GO Transit Station Secondary Plan build on the Town and Region's planned transportation improvements, as outlined in a number of approved plans, including the Region of Niagara's Transportation Master Plan. The implementation of transportation infrastructure improvements as listed in Table 3.1 Phasing Plan for Capital Improvements should take direction from applicable guidance documents (such as the Region of Niagara's Complete Streets Guidelines and the Town of Lincoln's Ontario Street Urban Design Vision and Streetscape Master Plan) and be undertaken as part of the Region of Niagara's and the Town of Lincoln's planning processes/Environmental Assessment processes and/or development approvals processes (as the case may be). Transportation network and improvements will be in coordination with the Town of Lincoln's Transportation Master Plan and Active Transportation Plan.

3.5.1.1 Improvements and Enhancements to Transportation Network

The Beamsville GO Transit Station Secondary Plan contemplates the following potential improvements to the transportation network as part of the implementation of the Region of Niagara's Transportation Master Plan policies and Complete Streets Guidelines:

(a) Road improvements and connections;

(b) Transit improvements; and,

(c) Active transportation improvements.

3.5.1.2 Planned Road Hierarchy

The planned road hierarchy is shown on Schedule 'B8', illustrating Arterial Roads, Collector Roads and Local Roads. The following policies describe the general planned function for each road type. Section 3.7 Urban Design Guidelines further elaborates on the unique functionality and design of the key streets within the Secondary Plan Area.

Arterial Roads (26 metre Right of Way)

Arterial Roads are under the jurisdiction of the Region of Niagara and are planned to accommodate 2 to 4 lanes of traffic within 26 metre right-of-ways. Direct access to adjoining properties and on-street parking is generally restricted to allow for the movement of traffic through the area. The road allowance is planned to accommodate a complete street framework, including bicycle facilities such as bike lanes, shared-use lanes, paved shoulders and bicycle parking facilities, and sidewalks on both sides of the street. Regional Arterial Roads within the Secondary Plan Area include:

- North Service Road (26 metre right of way);
- South Service Road (26 metre right of way); and,
- Ontario Street (26 metre right of way).

Collector Roads (23 metre Right of Way)

Collector Roads are under the jurisdiction of the Town and are planned to accommodate two lanes of traffic. Collector Roads are undivided with a road allowance width of 23 metres, allowing for the addition of turning lanes, bicycle lanes, landscaping, potential on-street parking and sidewalks on both sides of the street and utilities. Collector Roads within the Secondary Plan Area include:

- Greenlane (23 metre right of way);
- Lincoln Avenue (23 metre right of way); and,
- Bartlett Road (23 metre right of way) (23 metre right of way).

Sections of collector roads may be required to have a wider width in order to accommodate on-street parking.

Local Roads (20 metre Right of Way)

Local Roads provide access to properties and carry traffic predominantly of a local nature. Typically, roadways in this section carry low volumes of traffic short distances. Local roads are generally designed to accommodate on-street parking, sidewalks on both sides of the street and landscaping in the boulevards. All local road allowances are to be 20 metres in width.

3.5.1.3 Planned Road Improvements and Connections

Schedule ‘B8’ illustrates new connections, road widening and other road improvement opportunities which are intended to support the implementation of the Secondary Plan. The current road network operates fairly effectively with few operational challenges. This will not change significantly with the forecasted travel demand resulting from the proposed compact built form as well as commuter traffic accessing/egressing the planned GO Rail service at the Beamsville GO Transit Station. The majority of improvements required to accommodate this increase in trips are operational and focus on key intersections along the Ontario Street corridor. In addition to this, some limited increase in traffic level is anticipated on Lincoln Avenue as a potential bypass of Ontario Street for local Beamsville residents.

The introduction of transit services and improvements to the active transportation network will also help mitigate some of the forecasted travel demand.

The following summarizes the key road-related improvements (note that the numbers assigned coincide with those listed on Schedule ‘B8’ and are further described in Section3.8 Implementation and Phasing of this Secondary Plan):

(a) Potential Additional North Access to the GO Transit Station and/or east access to Lincoln Avenue

(i) The southern entrance to the GO Transit Station will have limited movements due to its proximity to the rail corridor. Accordingly, a second access from the South Service Road along with a secondary access that connects to Lincoln Avenue to the east should be protected for.

(b) Geometric Improvements to Ontario Street at the South Service Road

(i) Intersection improvements will be required at the juncture of Ontario Street and the South Service Road, in order to accommodate higher traffic volumes and improve traffic flow between the GO Transit Station and the QEW.

(c) GO Transit Station Access

(i) The GO Transit Station access off Ontario Street will require an intersection assessment given increased traffic volumes. The intersection should be planned to accommodate higher volumes at peak periods.

(d) Intersection Improvements on Ontario Street and Greenlane

(i) Ontario Street is currently a 2 to 4 lane Regional Road which forms the central north-south spine of Beamsville, connecting residents to the QEW and the future GO Transit Station. Ontario Street is expected to see increasing volumes over the planning horizon, in particular between Greenlane and the QEW.

(e) Roadway Improvements to Lincoln Avenue

(i) Lincoln Avenue is currently a two-lane Collector Road with an existing width of approximately 8 metres. The road has a rural cross section with two narrow lanes of traffic and no sidewalks or cycling facilities. It is anticipated that growth in traffic on Ontario Street will shift some traffic to Lincoln Avenue. This increased traffic volume may create conflict points with potential active transportation users (cyclists or pedestrians). As a result, the corridor is identified for further study through an environmental assessment to determine the most effective means of accommodating the growth in active modes and motorized vehicles on this narrow corridor. This could include the implementation of a sidewalk (at least on one side of the street), bike sharrows/bike lanes and other active transportation improvements.

3.5.1.4 Transit Station Area

The Transit Station Area is located to the west of Ontario Street, north of the South Service Road. The station includes lands on the north side of the CN rail corridor. The design of the Transit Station Area will be planned in conjunction with Metrolinx to address the following elements:

(a) Access to the Transit Station Area for pedestrians, cyclists, transit users, kiss and riders, and carpool users;

(b) A sufficient supply of parking for commuters;

(c) Wayfinding solutions;

(d) Buffering and landscaping for natural heritage features and rural lands adjacent to and within the Transit Station Area; and,

(e) Opportunities for universal access and incorporation of sustainable design measures.

3.5.1.5 Active Transportation Network

The existing and planned Active Transportation Network is depicted on Schedule 'B9'. The network is planned to improve connectivity for pedestrians and cyclists within the Secondary Plan Area and to surrounding areas.

3.5.1.6 Active Transportation Improvements

The active transportation network should provide direct and safe connections to the GO Transit Station, multi-use trails, public spaces and parks, schools, mixed use areas, employment opportunities and recreational facilities. Amenities for cyclists and pedestrians, as well as wayfinding signage provided to direct users along key routes, should be located at key points along the network. On-road bike lanes should be protected from traffic with the use of buffer zones.

There are a number of active transportation improvements proposed for the area, including the following (as per Schedule 'B9'):

(a) Bike Route/Lanes (on-road):

(i) Ontario Street;
(ii) Greenlane;
(iii) Lincoln Avenue; and
(iv) Neighbourhood streets.

(b) Multi-Use Trail (off road):

(i) Connection between Greenlane and the GO Transit Station;
(ii) Connection between Greenlane and Friesen Boulevard;
(iii) Connection between the South Service Road and the GO Transit Station; and,
(iv) Connection between Ontario Street and the GO Transit Station.

3.5.1.7 Secure Bike Parking Facilities

The implementing Zoning By-law may require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings and onsite shower facilities and lockers for employees who bike to work. The Town may allow for a reduction in the number of required parking spaces where bicycle parking facilities are provided.

3.5.1.8 Traffic Impact

Future developments may require a Traffic Impact Assessment. Any Traffic Impact Assessment shall be subject to the Regional Traffic Impact Assessment Guidelines where a Regional Road is impacted.

3.5.1.9 Parking

Parking requirements are outlined in the Town's comprehensive Zoning By-law, save and except where such requirements are subject to the prevailing provisions of the Planning Act. Through the development approvals process and subject to site plan control, the Town may consider alternative parking arrangements and management strategies that prioritize efficient land use, such as shared parking facilities for mixed use and high-density developments, provided they align with provisions of the Planning Act. The provision of underground parking should be encouraged, where appropriate.

3.6 Infrastructure Policies

3.6.1 Water and Sanitary Servicing

As part of the implementation of this Secondary Plan, the Town will work with the Region to ensure that there are adequate water and sanitary servicing and capacity to accommodate the long-term planned development for the Secondary Plan Area.

3.6.2 Municipal Servicing Study

As part of the implementation of this Secondary Plan and the policies of Part 7 of the Official Plan, the Town will continue to evaluate and analyze local infrastructure to ensure that adequate servicing is in place to accommodate the planned growth for the Beamsville GO Transit Station Secondary Plan Area. The Town will update its municipal Master Servicing Strategy as required.

3.6.3 Development Applications and Servicing Requirements

The Town may also require development applications to be supported by site-specific servicing studies.

3.6.4 Sustainable Stormwater Management

The Town encourages innovative measures in accordance with the Town's Low Impact Development and Green Infrastructure Design Guidelines (2020, as amended) to help reduce the impacts of urban runoff and maintain base ground water flow. Such measures may include bioswales, permeable pavers, rain barrels and green roofs.

3.6.5 Coordination of Public Works

The Town will work with the Region to ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the Secondary Plan Area. Coordination efforts will consider the phasing of streetscape improvements, any future road works and maintenance, as well as any upgrades to water and sanitary networks.

3.7 Urban Design Guidelines

The Urban Design Guidelines are intended to inform and provide the guidance for achieving the intended vision, appearance and functionality of the Beamsville GO Transit Station Secondary Plan Area for local residents, commuters, visitors, business owners and patrons. The Guidelines are intended to complement and build upon the community design guidelines in Section 8 of the Official Plan and be implemented through the site plan process. Implementation of the Guidelines should also take direction from applicable guidance documents (such as the Town of Lincoln's Ontario Street Urban Design Vision and Streetscape Master Plan).

The purpose of these Guidelines is to provide guidance for enhancing the character of the Secondary Plan Area's private and public realm and contribute to the formation of complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Building compact and complete communities will help reduce greenhouse gas emissions and ensure communities are more resilient to the impacts of climate change. The Guidelines are intended to provide a degree of flexibility, allowing for design styles and expressions which will contribute to creating a unique sense of place.

The following sections contain urban design guidance, provisions, and improvements recommended as part of the Beamsville GO Transit Station Secondary Plan.

3.7.1 Urban Design Improvements

The urban design improvements are intended to enhance the attractiveness and functionality of the Secondary Plan Area. The planned Public Realm Improvement Plan is depicted on Schedule 'B10' and considers the following:

(a) Major Gateway Improvement Area;

(b) Minor Gateway Improvement Area;

(c) Major Streetscape Improvement Area;

(d) Minor Streetscape Improvement Area;

(e) Potential New Public Space;

(f) Public Space Improvement Area; and

(g) Active Transportation Connections.

3.7.1.1. Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and are intended to create a strong sense of place. Presently, the Secondary Plan Area does not feature

any prominent public space treatments at gateway locations and, accordingly, the Plan contemplates two levels of improvement:

(a) Major gateway improvements; and,

(b) Minor gateway improvements.

Gateways include lands within the right-of-ways and all abutting lands.

(a) Major Gateway Improvement Area

Major gateway improvements should include prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays and tree planting), cycling infrastructure, public art and other types of public realm enhancements. Adjacent redevelopment should be designed to support the function of the gateway. One major gateway improvement area has been identified:

3.7.1.1.1 Greenlane and Ontario Street intersection and surrounding area

There is an opportunity to establish a visual identity for this intersection as a key gateway to the Beamsville GO Transit Station. As a major intersection point for traffic heading to and from the QEW, this node is an important juncture in the Secondary Plan Area.

The potential for mixed use development and redevelopment in the area of this intersection also presents an ideal opportunity to enhance the public realm and promote non-vehicle amenities and pedestrian and cyclist comfort. To achieve this, private realm signage should be consolidated and minimized, new welcome and wayfinding public signage should be introduced, sidewalks should be widened, and landscaping and planting should be expanded for the intersection.

Future development shall consider the future urban design intent of this gateway intersection and reflect a human-scale format to improve the pedestrian and cyclist quality of the streetscape. New development should be oriented close to the street edge and designed with active frontages such as retail and other entrances for an enhanced sense of place.

(b) Minor Gateway Improvement Areas

Minor gateway improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and appropriately scaled wayfinding cues. Adjacent redevelopment should be designed to support the function of the gateway. There is one minor gateway improvement area in the Secondary Plan Area:

3.7.1.1.2 North Transit Station Area Access and Ontario Street

This intersection includes the Transit Station Area to the west and commercial uses to the north and south and is an intermediate point between the QEW and the rail corridor. The current pedestrian environment presents a number of opportunities for improvements. Furthermore, the parcels all around this node are identified for Office Commercial redevelopment opportunities that would benefit from an enhanced character along the street frontage, as well as an improved sense of place stemming from public realm improvements. Minor Gateway improvements should include new high-quality mixed-use development, street furniture, street trees, planting, and hard

landscaping. New pedestrian realm enhancements should include signage and wayfinding. Pedestrian realm design treatments should be expanded to link the GO Transit Station with the commercial areas through the introduction of a new linear public space and sidewalk connections.

In addition, enhanced landscaping and tree plantings, cycling facilities, pedestrian-scaled lighting and street furniture, and new public spaces should be considered.

3.7.1.2. Streetscape Improvements

Streetscape improvements are intended to provide direction for future enhancements to the key roads within the Secondary Plan Area. Two levels of improvement area contemplated in this Secondary Plan:

(a) Major streetscape improvements; and,
(b) Minor streetscape improvements.

Streetscape improvements apply to the land within the municipal right-of-way.

(a) Major Streetscape Improvement Areas

Major streetscape improvements are proposed for Ontario Street (between the South Service Road and Greenlane) and for Greenlane (between the Urban Area Boundary and Carriage Road). Key improvements should include (but are not limited to) completion of sidewalk networks on both sides of the street, tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting, occasional street furniture and pedestrian refuge islands at key locations.

Significant efforts should be made to consolidate access points, consolidate and minimize private signage and improve visibility for pedestrians. Opportunities to break up the large blocks should be explored to support an improved pedestrian environment. Future reconstruction of the roadways shall include the burying of hydro lines.

Future active transportation connections have been identified for some of these streets and are discussed in Section 3.7.1.4 Active Transportation.

(b) Minor Streetscape Improvement Areas

Minor streetscape improvements are proposed for portions of Greenlane as well as the potential entryway to the Transit Station Area off Ontario Street. Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of the street), tree plantings on both sides of the street to provide shade and comfort for pedestrians and bike lanes.

Future active transportation connections have been identified for some of these streets and are discussed in Section 3.7.1.4 Active Transportation.

3.7.1.3. Potential New Public Spaces and Public Space Improvements

Where new mixed-use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees

and visitors. Where public spaces exist, improvements should be made to better serve the existing and planned community. New public spaces should be designed to be barrier free and to include a mix of design elements including, but not limited to, enhanced landscaping, shade trees, ample locations for seating and public art.

New public spaces should be located close to the street and be connected to the pedestrian network. New public spaces should also be connected with existing or planned transit stops. Schedule ‘B10’ identifies a number of potential new public spaces; however, the icons depicted are for illustrative purposes only and the need, location and design of public spaces shall occur through the future development application process. The icons depicted on Schedule ‘B10’ are not intended to be comprehensive, and additional new public spaces will be required though the development application process.

3.7.1.4. Active Transportation Connections

In addition to the existing and planned active transportation network, new active transportation connections are illustrated on Schedule ‘B9’. The network is intended to provide a finer grain network of pedestrian connections and is provided for illustration purposes. The expectation is that improvements to the pedestrian networks be made through the redevelopment process and their location would be confirmed at that time. The following planned active transportation connections have been identified:

- **New dedicated cycling lane along Ontario Street**: The cycling lane shall be designed to prioritize safety for cyclists moving along Ontario Street. Ontario Street is the main corridor linking the GO Transit Station with the surrounding commercial and residential areas. With the redevelopment of the properties directly adjacent to the Transit Station Area, Ontario Street will be provided with a dedicated protected cycling lane to provide an enhanced mobility split and seamless cycling connectivity with planned active transportation routes.

- **Active transportation improvement along Lincoln Avenue**: Lincoln Avenue is a key connector for residential areas in the western segment of the Secondary Plan Area and presents some challenges with respect to its narrow width. An active transportation connection should be explored as part of future upgrades to this road, potentially in the form of a bike lane along one side of the street or widening of the road to accommodate sharrows or a dedicated bike lane in both directions.

- **Extension of bike routes along Greenlane:** The existing bike lanes on Greenlane should be extended east to Bartlett Road and west to Lincoln Avenue, to improve completeness of the bikeway network. These bike lanes should be protected from traffic by buffer zones.

- **Multi-use trail connections to the future GO Transit Station**: Non-vehicle access to the future GO Transit Station would be improved by multi-use trails connecting to the major north-south and east-west corridors in the area, namely Ontario Street and Greenlane respectively.

3.7.1.5. Adjacent Development

Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed development/redevelopment should be designed in a manner which enhances the function of the gateway, through:

(a) Complementary building orientation and massing;

(b) Enhanced architectural detailing;

(c) Linked private and public pedestrian connectivity;

(d) Enhanced private realm landscaping; and,

(e) Other elements as appropriate.

3.7.1.6. Implementation of Public Realm Improvements

The public realm improvements depicted on Schedule 'B10' shall be implemented through a future Community Improvement Plan, Public Realm Master Plan, the redevelopment approvals process, or as part of other municipal works. The improvements depicted on Schedule 'B10' are intended to support growth and intensification within the Secondary Plan Area. Additional public realm improvements should be implemented through the development approvals process, based on the needs of the proposed development. Section 3.7.1.6 Implementation of Public Realm Improvements of this Secondary Plan provides additional details regarding implementation.

3.7.1.8. Building Public Spaces for People

The Beamsville GO Transit Station Secondary Plan Area, and in particular, the lands surrounding Ontario Street and the QEW suffer from an inadequate public realm. Large setbacks, large streets fronting surface parking lots, highway-oriented development, lack of weather protection and outdoor public spaces, and small, poorly defined sidewalks result in inadequate walking and cycling conditions. Key directions in the Secondary Plan, including the following text, provide solutions towards improving this condition.
Improving the public realm for pedestrians, cyclists and transit users will contribute to livable and animated streets and parks. As properties within the Secondary Plan Area redevelop and the area intensifies in population and visitors, it will be increasingly important to improve the public realm.

3.7.1.9. Boulevard Design

Boulevards are the component of the public right-of-way from building face to street edge. The design of the boulevard must accommodate pedestrian circulation and an attractive public realm. It should support its multi-purpose function; accommodating pedestrian circulation, adequate space for healthy tree growth, plants and other landscaping, bicycle parking, public art, transit shelters, street lighting, signage, street furniture, utilities and adequate space for commercial and social activity.

Within the Secondary Plan Area, the boulevard width should reflect the character and function of the street. Where insufficient space exists within the right-of-way to achieve the minimum

boulevard width, a combination of measures should be explored including setting buildings back at-grade and reduced lane widths.

Boulevards typically consist of the Patio and Marketing Zone (Transition Zone), Pedestrian Through Zone (Sidewalk), Planting and Furnishing Zone and Edge Zone. Cycle Tracks or Multi-Use Paths may also be part of the boulevard.

Development of these zones should adhere to the following guidelines:

Patio and Marketing Zone

- Elements that may be located within this zone include private seating areas, planters, signage, and temporary retail displays. In areas with retail at grade, this zone should be wider to accommodate active at-grade uses.
- Elements within the patio and marketing zone should not impede the pedestrian clearway in any manner.
- Overhanging signage and awnings can be installed if they do not impede pedestrian travel in any manner and meet local signage regulations.

Pedestrian Through Zone

- Pedestrian through zones should typically have an unobstructed width of 1.8 to 3.0 metres.
- May include demarcated areas along sidewalks where vehicles are likely to encounter pedestrians along their route (i.e. at drive aisles, crosswalks and intersections). In this case, paving should be implemented.
- Should be universal in design to meet all AODA standards and be unobstructed both horizontally and vertically.
- Constructed of a solid, stable and textured material, such as concrete.
- Pedestrian through zones should be provided on both sides of the road.

Planting and Furnishing Zone

- The width of the planting and furnishing zone may range between 1.0 to 3.0 metres depending on available space.
- The planting and furnishing zone will contain street furniture, street trees, street lighting and other fixed objects.
- Tree plantings and landscaping should be optimized to provide sun protection and reduce heat islands and should consist of native species that are tolerant of local climate conditions.
- In hardscaped areas, trees should be planted in continuous tree trenches utilizing soil cells to encourage longevity and viability. Soil cells can be extended under on-street parking, multi-use paths and bike facilities where soil volume is critical.
- No elements located within the planting and furnishing zone should impede travel within the adjacent pedestrian through zone.
- The planting and furnishing zone can be hardscaped or softscaped or include a mix of both types of landscaping.
- The design of hardscaped and softscaped surfaces should be designed to promote low maintenance and durable materials.

- The planting and furnishing zone should be located a minimum of 0.5 metres to a maximum of 1.2 metres from on-street parking.
- Snow storage will likely occur in this area, and all elements should be designed to accommodate and withstand snow loading.

Edge Zone

- Located next to the curb.
- Should be a hard surface contiguous with the grade of the planting and furnishing zone. Should be constructed of durable materials appropriate for snow storage and street cleaning.
- Should not overlap with cycling facilities.
- May be designed with decorative paving.

3.7.1.10.1 Ontario Street

Of all streets within the Secondary Plan Area, redevelopment of Ontario Street between the North Service Road and Greenlane is the most critical towards supporting the creation of a vibrant community. Ontario Street provides access from the North and the South Service Roads to the Transit Station Area. The Secondary Plan identifies lands fronting onto Ontario Street as primarily Office Commercial, with smaller areas designated Industrial north of the QEW, and Mixed-Use south of the rail corridor. Lands along Ontario Street tend to consist of large, consolidated properties, which will help facilitate redevelopment.

Ontario Street should be redesigned to provide a more balanced priority for all transportation modes. This includes better accommodation for pedestrians and cyclists.

Wider sidewalks can be introduced during redevelopment by requiring increased setbacks. A minimum 4.1 metre boulevard is recommended along Ontario Street to enhance pedestrian mobility and accommodate street trees, landscaping, street furniture, etc. Dedicated, protected bicycle lanes should be provided on both sides of the street to safely accommodate active transportation.

Two gateways are proposed within the Secondary Plan Area: a major gateway at the intersection of Ontario Street and Greenlane, and a minor gateway where Ontario Street intersects with the Transit Station Area, south of the South Service Road. Gateway treatments for these sites should adhere to the guidelines established in Section
3.7.2.1.2 Gateway Features.

Excluding the patio and marketing zone, the design of Ontario Street is to be accommodated within a planned 26 metre public right-of-way (Schedule ‘B11-1’). The location of boulevard and street elements should be provided as illustrated. The following includes supportive design recommendations:

- Provide a pedestrian clearway / sidewalk of 2.1 metres on both sides of the street.
- Construct all sidewalks with brushed concrete and ensure they are barrier free.
- Provide a planting and furnishing and edge zone of 2.0 metres on both sides of the street.

- Provide dedicated, protected cycling lanes of 1.8 metres on both sides of the street, with a 0.5 metre buffer to protect cyclists from traffic (and other measures/considerations which would help to improve road safety for all users).
- Use signs and symbol markings for cycling facilities as per the Transportation Association of Canada (TAC) Bikeway Traffic Control Guidelines for Canada and OTM Book 5, 11 and 18.
- Provide two vehicle travel lanes of 3.3 metres in each direction.
- Use feature paving to delineate areas of pedestrian priority at the two gateways that intersect with Ontario Street.
- Locate decorative lighting within the planting and furnishing zone.

3.7.1.10.2 Greenlane

Greenlane is an east-west collector south of the rail corridor that provides access to Ontario Street and the Transit Station Area. Existing uses north of Greenlane include vacant lands east of Ontario Street and commercial, vacant and agricultural uses west of Ontario Street. Commercial uses consist of a strip mall anchored by a Sobeys and surrounded by surface parking. South of Greenlane, existing uses are primarily low-density residential with some vacant and agricultural uses also present. Refer to Schedule 'B6' Land Use Plan for Secondary Plan land uses.

One major gateway is proposed at the intersection of Greenlane and Ontario Street. Refer to Schedule 'B10' Public Realm Improvement Plan for further information. Gateway treatment for this location should follow the guidelines identified in Section 3.7.2.1.2 Gateway Features of this Secondary Plan.

Excluding the patio and marketing zone, the design of Greenlane is to be accommodated within a planned 23 metre public right-of-way (Schedule 'B11-2'). The location of boulevard and street elements should also be provided as illustrated on Schedule 'B11-2'. The Greenlane Cross Section is located between Ontario Street and Carriage Road with mixed use development to the north and high-density residential uses to the south. The design of Greenlane should include:

- A pedestrian clearway / sidewalk of 2.2 metres provided on both sides of the street.
- All sidewalks constructed of brushed concrete and should be barrier free.
- A planting and furnishing and edge zone of 2.2 metres provided on both sides of the street.
- Dedicated, protected cycling lanes of 1.8 metres provided on both sides of the street.
- Signs and symbol markings for cycling facilities as per the Transportation Association of Canada (TAC) Bikeway Traffic Control Guidelines for Canada and OTM Book 5, 11 and 18.
- One vehicle travel lanes of 3.2 metres provided in each direction, with an eastbound centre turning lane of the same width.
- Feature paving used to delineate areas of pedestrian priority at the intersection with Ontario Street.

3.7.1.10.3 Street Furniture

Street furniture consists of the benches and seats, waste receptacles, shelters, fountains, weather protection, and other features that provide the setting for resting, sitting and eating, and social encounters within the public realm. For future road construction, as identified in Section 3.5

Transportation Policies of this Secondary Plan, it will be important to properly locate street furniture so that it does not impede pedestrian movement. Preferably, street furniture should be located within the Planting and Furnishing Zone (see Section 3.7.1.8.1 Ontario Street of this Secondary Plan). Other guidelines for street furniture include:

- The Town should select strategic locations for groupings of furniture that would benefit adjacent retail establishments and the public. For example, waste receptacles are appropriate near food establishments and benches are welcome near public spaces and cafes and patios. These locations should include the major and minor gateways along Ontario Street identified in Schedule 'B10' of this Secondary Plan.
- Groupings of benches should be located in new green/park spaces throughout the Secondary Plan Area.
- Street furniture should be designed with the aim of being accessible for all, including the disabled and elderly.
- Street furniture should be linked together, where appropriate, to stimulate social encounters.

3.7.1.10.4 Public Art

The design of public art should:

- Be located in high-use areas such as public parks, plazas, curb extensions, multi-use paths, etc. These locations should include the major and minor gateways along Ontario Street, areas allocated for potential public space improvements along Greenlane, and potential new public spaces north and south of the rail corridor, as per Schedule 'B10' of this Secondary Plan.
- Be limited near forms of traffic control (i.e. stop signs) to minimize driver distractions and sight-line obstructions.
- Durable and easily maintained.
- Reflect Secondary Plan policy for its coordination and maintenance.

3.7.1.10.5 New Public Open Spaces

Schedule 'B10' identifies new public open spaces or public open space improvements at the following locations:

- The intersection of Ontario Street and Greenlane serving as a major gateway to the Transit Station Area. See Section 3.7.2.1.2 Gateway Features of this Secondary Plan for guidance related to the design of gateways.
- At the southwest corner of Ontario Street and the South Service Road serving as a minor gateway to the Transit Station Area.
- A transit plaza along the proposed Transit Station access street west of Ontario Street.
- A pedestrian crossing over the rail corridor west of Ontario Street.

3.7.1.10.6 Semi-Public Open Spaces

The majority of open spaces within the Secondary Plan Area will be semi-public open spaces. Their function will be similar to that of public open spaces, but the land will be under control of

agencies such as Metrolinx or private developers via condominium corporations. Semi-public open spaces should be designed to:

- Provide direct access from adjacent public sidewalks.
- Be visible from active indoor areas.
- Include features (e.g. paving, seating, public art, etc.) constructed of materials equal in quality and appearance to those used in station entrances, main private buildings and nearby public spaces.
- Maximize sun exposure through the location and massing of building elements.
- Use hard and soft landscaping materials that are high quality, easily replaceable and low maintenance.
- Use plant materials that are low maintenance, and pest and disease resistant.

A key semi-public open space has been included within the Public Realm Improvement Plan (Schedule 'B10') as a mid-point connection between Greenlane and the Transit Station Area within the mixed-use development west of Ontario Street. This recommended semi-public open space provides a view-corridor and direct pedestrian connections from Greenlane north to the Transit Station Area.

3.7.1.10.7 Landscaping

Providing improved landscaping, along Ontario Street and within public and semi-public open spaces, will help create visual continuity throughout the Secondary Plan Area. Trees shall be incorporated into public street design and will frame all streets and pathways with enhanced landscaping. These enhancements shall be a priority along the major and minor streetscape improvement areas identified on Schedule 'B10'. Trees provide shade and comfort and enhance the visual and environmental qualities of the street. To sustain trees, planting should occur in sufficiently deep and wide planting areas which are backfilled with appropriate soil. Native and disease-resistant species for street trees should be used, wherever possible, to promote long-term growth. The following are landscaping guidelines that should be adhered to as the Secondary Plan Area develops:

- To allow for full growth and to ensure their long-term viability, street trees should be planted with appropriate soil volume in continuous tree trenches.
- Where compaction of planting soil is anticipated, the use of soil cells should be considered.
- Only species that are tolerant of urban conditions should be used. Mono-culture planting may, in the case of disease, be entirely lost and is, therefore, strongly discouraged.
- Plantings should be selected that require little maintenance and do not require the use of pesticides and fertilizers.
- Shrub and ground cover planting should be utilized in open tree pits, provided the minimum pedestrian clearway dimension is available.
- Careful consideration should be given to the type and location of trees. Higher branching trees should be positioned to ensure there is no interference with truck traffic. Sight lines should also be considered in the location of trees planted at intersections.
- Seasonal appeal, especially for the winter months, should be considered for all plantings.
- The planting of trees as infill along existing streets where the rhythm of existing trees is interrupted should be implemented.

3.7.1.10.8 Low-Impact Development

Low-Impact Development (LID) is an approach to managing stormwater run-off at the source by replicating natural watershed functions. It uses simple, cost-effective methods to capture, detain and treat stormwater. General guidelines include:

- Incorporate LID practices where possible and as appropriate. LID options include:
- Bio-swales or drainage swales;
- Bioretention planters, units or curb extensions;
- Perforated pipe systems;
- Permeable paving; and,
- Pre-cast tree planters or soil cells.
- Where possible, replace unnecessarily paved areas with permeable materials (i.e. medians, dedicated parking lanes/ lay-bys, and traffic islands). However, permeable materials should not be used within the pedestrian clearway.

3.7.2. Urban Design Guidelines for the Private Realm

3.7.2.1 Site Design

3.7.2.1.1 A Strong Neighbourhood Framework

Community design includes the location and orientation of buildings. When sited and designed correctly, buildings can enhance the character of the street. This can be accomplished through protecting and directing sight lines, providing a consistent street wall and relating buildings to the street and pedestrian activities.

The Secondary Plan Area includes significant lands with redevelopment potential. These lands are primarily located within the following four areas:

- West and east of Ontario Street, south of the North Service Road, and north of the South Service Road;
- West of Ontario Street and east of the Secondary Plan Area boundary between the South Service Road and the Rail Corridor;
- East of Ontario Street and west of the Secondary Plan Area boundary between the South Service Road and the Rail Corridor; and,
- The surface parking and commercial plaza lands south of the rail corridor.

These lands are designated Office Commercial, Industrial or Mixed Use. It is critical that the design of these sites ensure that buildings contribute to a human scale while providing a fine-grained street and block network. Building floor plates should be appropriate to support intensification and innovative employment and tourism uses as well as transit investment.

New buildings within the Secondary Plan Area should frame and address the street, with taller buildings located to minimize shadow impacts and maximize solar exposure. Tall buildings (over 6 storeys) are permitted south of the rail corridor.

3.7.2.1.2 Gateway Features

Gateways are proposed in two locations within the Transit Station Area: a major gateway for the intersection of Greenlane and Ontario Street, and a minor gateway where Ontario Street meets the entrance to the Transit Station Area, south of the South Service Road. The demarcation of gateways are created through the provision of consistent elements such as signage and wayfinding, well-designed public open space, hardscaped or landscaped surfaces, public art and appropriate built form to provide orientation and to assist in defining a neighbourhood's distinct character. The design of gateway features should:

- Create a sense of entrance and arrival, contributing to community image and identity, at a scale appropriate for the given context. Elements contributing to gateway features and design include signage and wayfinding, trees and other landscaping, feature lighting, paving, seat walls and public art.
- Development at gateways should meet a high standard of design, recognizing their key role in the development and character of the Secondary Plan Area, and be appropriately oriented to the public realm.

3.7.2.1.3 Access and Entrances

Vehicular access to on-site parking and loading and servicing facilities should be located from collector streets and rear lanes wherever possible. Where this is not possible, mid-block access can be considered in instances where:

- The driveway is located an appropriate distance from the nearest intersection or side street.
- Appropriate spacing between adjacent driveways is maintained resulting in no more than one driveway every 30 metres.
- Opportunities to consolidate shared access to minimize curb-cuts are prioritized.
- Consideration is provided to contain mid-block driveways within the building massing with additional floors built above.

3.7.2.1.4 Parking

As the Secondary Plan Area develops, a variety of parking solutions will be appropriate to support increased densities. As a general rule, surface parking should be designed to minimize its visual impact and to allow for future intensification as a development site. As such, the layout of parking should consider site access, landscaping and site servicing that will permit the eventual redevelopment of these sites.

3.7.2.1.4.1 Surface Parking

- Surface parking lots should be divided into smaller "parking courts." Large areas of uninterrupted surface parking should be avoided.
- Surface parking areas should be located at the rear or side-yard of a building and should not be placed between the front face of a building and the sidewalk.
- Driveways to parking should be from rear lanes and side streets wherever possible.
- Shared parking and shared driveways between adjacent properties are encouraged. Where multiple access points currently exist, they should be consolidated where possible.
- Where appropriate, permeable paving should be considered to promote drainage.

- Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes that include pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface conditions.
- Distinctive pavement and pavement markings should be used to indicate pedestrian crossings and create an interesting visual identity.
- Clear, dedicated pedestrian routes at 1.5 metres wide (minimum) should provide direct connections from parking areas to building entrances.
- Pedestrian-scaled lighting should be provided along pathways.
- Preferential parking (i.e. accessible parking stalls, bicycles, car-share, and energy-efficient vehicles) should be located close to building entrances.
- Provision of charging stations for electric vehicles should be considered.
- Parking along the rail corridor should be adequately screened with high quality landscaping.
- Parking on corner lots is discouraged. However, where required, it should be screened by landscaping.

3.7.2.1.4.2 Landscaping for Parking

- High quality landscaping treatments should be used to define site boundaries, provide buffers between adjoining developments, and screen storage and utility areas.
- Parking should be screened from the public realm.
- Landscaped parking islands with a minimum width of 1.5 metres are encouraged at the end of parking rows and pedestrian connections that contain salt tolerant shade trees. Selection of plant materials should consider the following:
- Year-round maintenance;
- Seasonal variety;
- Hardiness and resistance to disease;
- Maintenance requirements; and,
- Tolerance of plant materials to salt and urban conditions as well as local climate.

3.7.2.1.4.3 Bicycle Parking

- Bicycle parking should be provided at regular intervals along major roads such as Ontario Street, Greenlane, and both the North and the South Service Roads, other areas of high pedestrian activity and located close to building entrances. Where located near commercial or residential buildings, bicycle parking should be provided close to the building's entrances.
- Bicycle parking should not impede pedestrian circulation. Post-and-ring and inverted 'u' parking, constructed of painted or galvanized steel is preferred as larger units can impede pedestrian movement and snow clearing.
- Bicycle parking and storage facilities should encourage active transportation, including parking at the GO Transit Station, within public parks and open spaces and short-term bicycle storage at employment areas.
- Provide secure and plentiful bicycle parking at the GO Transit Station entrances.
- Provide sheltered bike areas that are integrated with the station design and located in highly visible areas in the vicinity of platform access points.
- In addition to bicycle racks, bicycle lockers are strongly encouraged especially for large office developments and at the GO Transit Station.

3.7.2.1.4.4 Structured Parking

Parking lots are to be designed such that, as the Secondary Plan Area intensifies, surface parking lots can transition to structured parking if and when warranted. Structured parking should adhere to the following guidelines:

- Integrate above-ground parking structures into the streetscape through active at-grade uses, and attractive facades that animate the streetscape and enhance pedestrian safety.
- Locate pedestrian entrances for parking structures adjacent to station entrances, main building entrances, public streets or other highly visible locations.
- Screen parking structures from view at sidewalk level through architectural detailing and landscaping.

3.7.2.1.4.5 Storage, Servicing and Loading

- Loading docks, outside storage and service areas are to be located in areas of low visibility such as at the side or at the rear of buildings.
- Where possible, accommodate garbage storage areas within the building. Where this is not possible, screen outdoor storage areas from public view through an attractive and integrated enclosure.
- Outside storage and servicing facilities should be constructed of materials to match or complement the building material.
- Service and refuse areas should be designed with a paved, impervious surface asphalt or concrete to minimize the potential for infiltration of human materials.
- Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.
- Service and refuse areas are not to encroach into the exterior side or front-yard setback.

3.7.2.1.4.6 Front Property Setbacks

Where retail uses are located, buildings should be oriented so as to create an active streetscape and encourage engagement with the street. Beyond the policies of the Official Plan, buildings with retail uses should be sited as follows:

- Be located at the front property line, or applicable setback line.
- Additional setbacks should be provided in areas with retail at-grade to accommodate outdoor display areas, seating and landscaping.
- Where streets have a variety of setbacks, new buildings should be located at a setback distance that reflects the average of adjacent buildings.

3.7.2.1.4.7 Rear Setbacks and Transitions

Where mid-rise sites abutting stable residential areas exist, the following rear setbacks and transitions are required to minimize shadow and privacy issues on adjacent uses:

- 7.5 metre rear-yard setback from the abutting property line.
- 45-degree angular plane from the abutting property line for sites deeper than 36 metres.

- 45-degree angular plane from a height of 10.5 metres above the 7.5 mere setback line on properties less than 36 metres deep.

3.7.2.1.4.8 Sites Abutting Open Spaces

- Where buildings are adjacent to open spaces (i.e. transit plazas, etc.) apply shadow testing on a case-by-case basis to ensure a minimum of five hours of sunlight per day from spring to fall.

3.7.2.2 Building Height and Massing

The majority of buildings within the Plan Area will be low to mid-rise with some higher buildings located south of the rail corridor.

3.7.2.2.1 Mid- and High-Rise Building Design

The potential for mid-rise mixed-use buildings has primarily been identified for parcels south of the rail corridor, north of Greenlane, and east of Ontario Street. The potential for higher rise mixed use buildings has been identified south of the rail corridor, north of Greenlane, and west of Ontario Street.

These buildings should:

- Focus residential mixed-use density, to support the feasible integration of ground floor retail and amenity spaces surrounding the Transit Station Area.
- Generally, be located at the front property line to create a continuous street wall.
- Be aligned with street frontages along corner sites.
- Provide minor variations in setbacks to facilitate wider boulevards, accommodate public amenity space and create a more interesting streetscape.
- Taller buildings should have a building base (i.e. a podium).
- Taller buildings should step back 3.0 metres above the building base.
- An additional stepback should be determined by a 45-degree angular plane applied at a height equivalent to 80 percent of the width of the right-of-way.
- Main building entrances should be directly accessible from the public sidewalk.
- The ground floor of all buildings with commercial uses should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and where appropriate, future conversion to retail.
- Maximum building height should be no greater than the identified Schedule ‘B7’ building heights and be no greater than that determined by a 1:1 ratio with the right-of-way width.
- Create appropriate transitions in built form to existing residential uses.
- 60% of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.
- Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at street level.
- Balconies should be designed as integral parts of the building, which may include protruding balconies. Balconies should not be designed as an afterthought.
- 3D renderings of proposed developments that include mid- and high-rise buildings should be developed to depict interaction and fit with adjacent development and existing uses.

3.7.2.2.2 Building Podiums and Stepbacks

A clear building podium, defined by a front stepback, reinforces a consistent street wall, helps to integrate new development into an existing lower building fabric, and creates a human-scaled building at grade. Schedule 'B11-3' provides a schematic representation of the stepback for a mid-rise building.

- As no established streetwall height exists within the Secondary Plan Area, the height of the podiums should range between 3 to 4 storeys.
- Achieve a minimum building stepback of 2.5 metres. In special circumstances (i.e. to protect views), a setback of 5 metres may be appropriate.

3.7.2.2.3 Office Commercial

Office Commercial uses are primarily identified along Ontario Street between the South Service Road and the rail corridor.

- Short- and long-term bike parking shall be provided.
- Buildings should be located to address the principal public street, in particular Ontario Street, but may incorporate setbacks that provide attractive landscaping and tree-planting.
- The principal facades should incorporate large, glazed areas and entrances, providing visibility between the building and the street.
- Parking should not be located between the principal facade and the adjacent street / sidewalk.
- Main entrances should be directly accessible from public sidewalks.
- Shared driveways should be provided where possible.
- Open storage should be minimized. Where permitted, it should be screened from public view.
- Site design must define a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles and vehicles. Roof top units should be screened from view.
- On large, flat roofs, opportunities for green roofs and/or patios should be incorporated to create green spaces and usable outdoor amenity areas for employees.

3.7.2.2.4 Industrial

Industrial uses are located between the South Service Road and the rail corridor on properties not fronting Ontario Street.

- Industrial buildings should address the street to define a more urban street edge.
- The highest quality of building design should be applied to the building facades facing the public street or open space.
- Corner buildings should address both street frontages.
- Minimum amounts of parking should be located in the front yard.
- Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas and identify pedestrian access to buildings.

- Existing Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.

3.7.2.2.5 Facade Design

The aesthetic qualities of a building's facade are a vital factor in how the public perceives the building and how that building impacts their experience of the street. Building facades should include high quality materials and consider the following:

- Facades facing streets, sidewalks and public open spaces should be composed of large areas of glazing to encourage pedestrian interaction and enhance safety.
- Extend finishing materials to all sides of the building, including building projections and mechanical penthouses.
- Avoid blank walls, or unfinished materials along property lines, where new developments are adjacent to existing smaller-scaled buildings.
- Articulate the facades of large buildings to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.
- Utilize a design and material quality that is high quality, consistent and complementary.
- Where lots have frontages on an open space, provide dual facades that address both frontages with an equal level of material quality and articulation.
- Emphasize the focal nature of corner buildings through elements such as projections, recesses, special materials, and other architectural details.
- Provide weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings.

3.7.2.2.6 Sustainability

3.7.2.2.6.1. Considering the Future

LEED accreditation should be considered in building design. Key considerations for achieving sustainable building design include:

- Building orientation;
- Sustainable landscape design;
- Urban heat island mitigation;
- Stormwater management;
- Renewable energy;
- Green roofs;
- Building envelope design;
- Natural ventilation;
- Daylight design;
- Dark sky design;
- Bird friendly design;
- Waste management; and
- Water use reduction and wastewater technologies.

Sustainable objectives and guidelines are included throughout the Beamsville GO Transit Station Secondary Plan with key guidelines outlined in this Section.

3.7.2.2.6.2. Passive Solar Design

The locations of buildings to each other and to open spaces influence the amount of energy they consume as well as comfort and quality of interior and exterior spaces.

New development within the Secondary Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views. Building design should analyze site characteristics and address existing conditions. For example:

- Intended uses within buildings should be arranged to make the best use of natural conditions.
- The following climatic conditions should be analyzed when designing block layout, buildings and open spaces:
    - Solar loss and gain;
    - Temperature;
    - Air quality;
    - Wind conditions
    - Cloud cover; and
    - Precipitation.
- Within new developments, residential uses should maximize indirect natural light.
- Within new developments, retail or office uses that employ heat-producing machinery should face north.
- Trees and vegetation, operable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.

3.7.2.2.6.3. Energy Efficiency

As mentioned earlier, buildings use a significant amount of energy and contribute to the production of GHGs. Reducing energy use in buildings is, therefore, an important strategy to reduce the environmental impact of urban development.

Design should utilize life-cycle cost analysis to take long-term energy costs into account. This will lead to adjustments in the orientation of buildings and the configuration of internal space to make the best use of natural processes to control interior environmental variables.

- Life-cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems.
- Buildings and windows should be oriented and designed to optimize natural means of heating, cooling, ventilating and lighting interior spaces.
- Street and pedestrian-scaled lighting systems should incorporate LED technology to reduce energy and maintenance demand.
- Development proposals are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.

- Inventories of all plumbing fixtures and equipment, as well as all heating, ventilation and air conditioning systems, should be summarized in building packages as well as a strategy for minimizing water demand.
- Canada Mortgage and Housing Corporation standards and design guidelines should be implemented and exceeded where appropriate.
- Buildings should consume energy at a rate that is at least 10% lower than specified by the Commercial Building Incentive Program (CBIP) administered by Natural Resources Canada.

3.7.2.2.7 Design Integration

3.7.2.2.7.1 Developing Accessible and Comfortable Communities

The transformation of the Plan Area into a vibrant, transit-supportive community will be measured by transit ridership, the number of people on the streets, the vitality of new businesses, a more urban built form for new industrial and office commercial buildings, and an improved public realm.

The successful design of buildings, streets and open spaces will be reinforced by new comfortable, welcoming, weather protected and accessible connections between buildings that promote an inviting community atmosphere.

The guidelines in this section outline key considerations to support development of accessible and comfortable communities.

3.7.3.2.1.1. Accessibility

Complete communities are accessible for all residents. While this includes ensuring residents have access to jobs and transit, it also includes designing buildings and public spaces that allow for ease of movement for people of all ages and abilities.

A key to providing a high-quality public realm is making it accessible to all people. The guidelines and requirements in the following documents provide more detailed information with respect to creating and promoting accessible environments and should be referred to in the design of all public and private spaces:

- The Planning Act
- Ontario Building Code
- Accessibility for Ontarians with Disabilities Act
- Principles of Universal Design

3.7.3.2.1.2. Crime Prevention Through Environmental Design

All publicly accessible areas, including streetscapes, parks, parkettes, mid-block connections, forecourts and patios, should conform to the provisions recommended through CPTED (Crime Prevention through Environmental Design). The application of CPTED principles should address items such as:

- Providing clear views to sidewalks and public areas.
- Taking advantage of passing traffic surveillance as a deterrent for unwanted activities.

- Identifying point of entry locations.
- Placing amenities such as seating and lighting in areas where positive activities are desired and expected.

3.7.3.2.1.3. Microclimate and Shadows

The design of buildings should be informed by their context, including their impact on adjacent properties.

- The design of buildings within the Secondary Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties.
- Building massing should allow ample sunlight to penetrate the sidewalk and adjacent public spaces and should mitigate the impact of high winds to support pedestrian comfort.
- Where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies.
- Building and site design should provide semi-weather-protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year.
- Building heights above four storeys will incorporate step backs to mitigate the perception of building height from the surrounding areas.
- Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices.

3.8 Implementation and Phasing

3.8.1 Phasing and General Timeline for Capital Improvements

This Secondary Plan identifies a number of capital improvements to the public realm and transportation network. Table 3.1 outlines the short, medium and long-term priorities to implement the capital improvements within the Secondary Plan area. Short-term priorities are intended to be implemented within a 5-year timeframe. Mid-term priorities are intended to be implemented within a 10-year timeframe. Long-term priorities are intended to be implemented within a 20-year timeframe. Modifications to Table 3.1 may be required due to shifts in capital planning, funding, or strategic priorities, and can be made without an amendment to the Secondary Plan.

Table 3.1 Phasing Plan for Capital Improvements

Capital Improvement	Details/Extent	Priority (short-, mid- or long-term)
New Roadway Connections and Improvements		
Potential Additional Access to the Station	Between the Station and the South Service Road	Long-Term
Geometric Improvements to Ontario Street at the South Service Road		Mid-Term

GO Station Access	Intersection improvements to facilitate an access off of Ontario Street	Long-Term
Intersection Improvements at Ontario Street and Greenlane		Mid-Term
Roadway Improvements to Lincoln Avenue	Addition of cycling lanes, sidewalk(s), and other traffic improvements	Complete
Bike Route/Lane (On-Road)		
Ontario Street	Between the North Service Road and Friesen Boulevard	Complete
Greenlane	Between Lincoln Avenue and Ontario Street	Complete
Greenlane	Between Ontario Street and Bartlett Road	Mid-term
South Service Road	Between Lincoln Avenue and Secondary Plan Area boundary	Mid-Term
Bartlett Road	Between Union Road and Secondary Plan Area boundary	Long-Term
Union Road	Between Ontario Street and Bartlett Road	Long-Term
Neighbourhood Connections	Segments of residential streets in the study area to complete the cycling network, including but not limited to portions of: Friesen Boulevard; Juniper Court; Garden Gate Terrace; Drake Avenue; Alexandria Avenue; Michael Avenue; Dennis Avenue; Ivy Gardens Crescent; and Cedarbrook Lane	Long-Term
Multi-Use Trail		
South Access to the Station	Multi-use trail connection between Greenlane and the GO Station	Mid-Term
South Access to Greenlane	Multi-use trail connection between Greenlane and Friesen Boulevard	Mid-Term
North Access to the Station	Multi-use trail connection between the South Service Road and the GO Station	Mid-Term
Primary Station Access off Ontario Street	Multi-use trail connection between Ontario Street and the GO Station	Mid-term
Streetscape Improvements		
Ontario Street Major Streetscape Improvement	Between the South Service Road and Greenlane	Short-Term
Greenlane Major Streetscape Improvement	Segment of Greenlane between the Urban Area Boundary and the CN Rail crossing	Complete
Greenlane Minor Streetscape Improvement	Segment of Greenlane between the Urban Area Boundary and Lincoln Avenue	Complete
Gateway Features		
Major Gateway at Ontario Street and Greenlane		Mid-Term

Minor Gateway at Ontario Street by the North Entrance to the Station		Mid-term
Public Space		
New Public Space at Greenlane Mid-way between the Urban Area Boundary and Ontario Street		Mid-Term
New Public Space Adjacent to the North Access of the Station Area		Long-Term
Public Space Improvement Area at Carriage Road by the rail corridor		Mid-Term

3.8.2. Municipal Capital Improvements

The Town will prepare a Phasing Strategy to assist with the implementation of this Secondary Plan. The Phasing Strategy should consider the following:

(a) The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas;

(b) The timing of any potential transportation, infrastructure and public realm improvements; and,

(c) Any other projects or initiatives which may impact the timing of development.

Priority should be given to improvements in the general Transit Station Area, as identified on the New Road Connections and Improvements Plan (Schedule ‘B8’) and Public Realm Improvement Plan (Schedule ‘B10’), which promote transit-supportive development and intensification in these areas.

3.8.3. General Implementation

The Beamsville GO Transit Station Area Secondary Plan shall be implemented through a variety of tools, including, but not limited to:

a) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium, and consents to sever;

b) The Zoning By-law; and

c) Other tools as described in this Secondary Plan.

3.9 Municipal Works within the Secondary Plan

All future municipal works undertaken by the Town of Lincoln within the Secondary Plan Area shall be consistent with the policies of the Beamsville GO Transit Station Secondary Plan.

3.10 Official Plan Amendments

Unless otherwise stated in the Beamsville GO Transit Station Secondary Plan or the Town's Official Plan, applications for development which do not align with the Policies or Schedules of this Secondary Plan shall require an Official Plan Amendment, as identified in the Complete Application Policies (Section 9.17) of the Official Plan.

3.11 Zoning By-law

3.11.1 Amendments to Zoning By-law

Applications for development within the Secondary Plan Area shall be subject to the policies of this Secondary Plan and the Town's Official Plan (where applicable). Amendments to the Zoning By-law shall be subject to policies of the Official Plan and shall require a Planning Justification Report, along with any other supporting studies identified through the pre-consultation process.

3.11.2 Site Plan Zoning By-law Approval, Plans of Subdivision, Plans of Condominium and Severances

Applications for site plan approval, plans of subdivision, plans of condominium, and consents to sever shall be consistent with the policies of this Secondary Plan and the Town of Lincoln Official Plan.

3.11.3 Community Improvement Plan

To assist and accelerate redevelopment and facilitate further public realm improvements within identified areas within the Secondary Plan Area, the Town will consider modifying its Community Improvement Plan programs (CIP), creating a new CIP for intensification areas and preparing a Public Realm Master Plan for key areas within the Secondary Plan Area. The rationale for completing a Community Improvement Plan and Public Realm Master Plan as part of the Secondary Plan's implementation is to ensure that:

- The proposed public realm improvement projects are appropriately planned and accounted for in the Town and Regional capital budget, including any property acquisitions which may be required to complete the proposed streetscaping, public space and gateway improvements;
- Location of the proposed improvements can be confirmed through additional detailed analysis and site level review; and,
- There is a competitive suite of financial incentives to promote intensification and redevelopment such as, but not limited to, incentives for greyfield and brownfield redevelopment, lot consolidation/assembly, and/or mixed-use development to ensure an appropriate range of non-residential uses, etc.

3.12 Signage and Wayfinding Strategy for the Secondary Plan Areas

Upon adoption of the Secondary Plan and the completion of the Community Improvement Plan, the Town will prepare a signage and wayfinding strategy for the Town of Lincoln, in line with the Town's Transportation Master Plan and Ontario Street Urban Design Vision and Streetscape Master Plan. The purpose of the signage and wayfinding strategy is to reduce visual pollution and improve wayfinding. The Town can also refer to the Region of Niagara's Transportation Master Plan Bikeways Identification and Destination Wayfinding Signage for Cyclists document.

3.13 Coordination with the Regional Municipality of Niagara

3.13.1 General Coordination

The Town will work with Niagara Region, to ensure that the policies of this Secondary Plan are implemented, including any opportunities to implement the envisioned urban design and public realm improvements through future Regional works. The Town also encourages Region of Niagara to consider opportunities for affordable housing development within the Secondary Plan area.

3.14 GO Transit Service

To date, the Province has not provided a firm commitment to locate a GO Transit Station in Beamsville. The Town will work collaboratively with Niagara Region and other appropriate agencies to proactively plan, design and implement the policies of this Secondary Plan to support the expansion of GO Rail service to Niagara with a GO Station in Beamsville. In order to protect land required to support a GO Station and implement the vision of this Secondary Plan, the Town will collaborate with the Region and agencies to ensure that:

- The Transit Station Area includes attractive, pedestrian friendly and transit-supportive public spaces and connections;
- The Transit Station Area is planned to address integrated and a diversity of mobility options and seamless access; and,
- The Transit Station Area is designed to help support the mixed-use vision for the Secondary Plan.

3.15 Development Charges

The Town will include any growth-related infrastructure identified in this Secondary Plan as part of the next Development Charges By-law update.

3.16 Parkland Dedication

Where the Town accepts cash-in-lieu of parkland dedication, the Town will dedicate the funding to the development of the public space program for the Secondary Plan Area. The Town will prioritize development which contributes to the enhancement of the public realm and all modes of transportation, with a priority on active transportation.

3.17 Conflicts with Official Plan

In the event of a conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail, except where this Secondary Plan expressly provides otherwise.

3.18 Boundaries

The boundaries shown on the Secondary Plan Schedules are approximate, except where they meet with existing roads, Niagara Escarpment Conservation Area, or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Town of Lincoln, minor boundary adjustments will not require an amendment to this Secondary Plan.

3.19 Special Provisions

The following special provisions shall apply to those lands as shown on the Official Plan Schedule 'A2':

Notwithstanding the permitted uses of Section 3.1.3 of the Residential Designation and Section 3.1.5.2 of the Medium Density Designation, in addition to the permitted uses of the Residential Designation and the Medium Density Residential Designation, those lands located on the north side of Homestead Drive and the east side of Ontario Street and composed of Lot 6, Corporation Plan No. 3, Beamsville, may also be used for a real estate office, insurance office and law office.

In addition to the permitted uses of Section 3.5.4.1. of the Office Commercial Designation, those lands located on the east side of Ontario Street, south of North Service Road, and north of the Q.E.W. may also be used for dwelling units, stand-alone retail and service commercial uses and building heights may be up to 9 storeys.