Town of Lincoln
Official Plan

This is an Office Consolidation of the OFFICIAL PLAN for the Corporation of the Town of Lincoln adopted by the Council of the Town of Lincoln on ~~July 7, 2014~~xx, xx, xxxx and as approved by the ~~Region of Niagara~~Ministry of Municipal Affairs and Housing with modifications on ~~April 30, 2015~~xx, xx, xxxx ~~as further approved by the Ontario Municipal Board with modifications on November 18, 2016~~xx, xx, xxxx~~.~~

For accurate reference, recourse should be made to the original Official Plan list of modifications.

CONSOLIDATED VERSION
~~DECEMBER 2018~~xx, xxxx

BACKGROUND

The Town of Lincoln was established in 1970 upon the creation of the Regional Municipality of Niagara, from the former municipalities of the Town of Beamsville, Township of Clinton and part of the Township of Louth. In January, 1990 the Town adopted its first Official Plan, a policy document that was approved by the Ministry of Municipal Affairs and Housing on December 18, 1992 with subsequent approvals in 1994 and 1996. Since that time the Plan has been modified and amended numerous times .

Over the past decade, a number of major planning initiatives have been implemented by the Province which has significant implications for the Town. These initiatives included:

- An update to Enactment of the *Greenbelt Protection Act* and Plan in 2017 and 202405;
- The implementation of the Provincial Planning Statement (PPS) 2024 which came into effect in October 2024 and included the revocation of the Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2017).
- An update to Enactment of the Growth Plan for the Greater Golden Horseshoe in 202006 and
- An update to the Provincial Policy Statement that came into effect in 2020. on April 30, 2014.

In addition, the Niagara Official Plan was approved in November 2022 Region of Niagara has enacted a number of amendments to the Regional Official Plan. In compliance with its statutory obligation to conform to these provincial and regional policies and in recognition of the jurisdiction of the Niagara Escarpment Commission over the Niagara Escarpment Plan Area within Lincoln, the Town has undertaken to update the Official Plan. As part of Bill 185, the *Cutting Red Tape to Build More Homes Act,* the Region of Niagara become an upper-tier municipality without planning responsibilities. As such, the Niagara Official Plan approved in 2022 has been consolidated into the Town of Lincoln's Official Plan.

The planning landscape for the Town has shifted considerably over the past decade. The Town is now acontinues to be a predominately Greenbelt community with fixed urban boundaries and limited options for growing its population outside of existing urban areas. That said, the growth forecast for the Town includes significant growth that will be directed towards the urban areas. As suchOtherwise, it has long been a focus of the Town to foster agricultural excellence, innovation, and diversification, coupled with a strong local tourism sector that leverages the Town's unique setting. In response the Town has decided to focus on the outstanding resources within its boundaries and become a **Center of excellence for Agriculture.** Therefore, it was critical to implement an Official Plan to respond to these circumstances while conforming to the hierarchy of policies. This Plan achieves that goal.

Organization of the Plan

The Official Plan consists of ten parts as follows:

Part 1	Introduction	**Part 6**	Transportation
Part 2	~~Agricultural~~ Rural Area Land Use Policies	**Part 7**	Municipal Servicing
Part 3	Urban Area Land Use Policies	**Part 8**	Community Design Guidelines
Part 4	Environmental & Water Management Resource Policies	**Part 9**	Administration
Part 5	Economic Strategy	**Part 10**	Definitions

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PART 1
INTRODUCTION

1.1. THE COMMUNITY VISION

The vision for Lincoln is to ~~be a **Centre of Excellence for Agriculture**~~foster agricultural excellence, innovation and diversification; a thriving tourism industry; and an inclusive community. This community is envisioned to value ~~that values~~ diversity, partnerships and ~~,~~ entrepreneurial spirit. It will continue ~~and works collectively~~ to evolve as a vibrant and successful Greenbelt *c*ommunity where rural and urban land uses are managed to foster ~~agriculturally related~~agricultural and tourism related economic activity, protect resources for future generations and ensure a high quality of life for its residents.

In implementing this vision over the planning period to 2051~~2031~~, Lincoln will continue to be a preferred settlement area in the Region. According to Regional growth projections, it is anticipated that the population of the Town will increase by about 18,9604~~,783~~ people over a ~~the 20~~30 year period from 2021 to 2051. The majority of this growth will be directed to the three larger urban settlements of Beamsville, Vineland and Prudhommes. As a ~~Greenbelt~~ predominately rural community, new residents will be accommodated primarily within firm urban boundaries in existing planned neighbourhoods and through infill and *intensification*, as well as the *development* of vacant lands where they exist.

The balance of the Town will remain an intact, protected, rural area where the top priority is a continued focus on agricultural, agriculturally related and on-farm diversified *development* and related activities ~~are a focus~~. Agricultural lands will be managed as a key feature of the *natural heritage system*. As a **Centre of Excellence for Agriculture** the Town recognizes respects and values the considerable ecological goods and services provided for the broader community by best farming practi~~c~~es. Orchards, vineyards, fields and woodlots provide important contributions to healthy hydrological function, air quality and *wildlife habitat*.

In articulating a vision, the Town consulted with its citizens about the qualities they value in their community. These values include a full suite of environmental goods and services incorporating specialty crop lands, the rural landscape, Lake Ontario, the Niagara Escarpment and the creeks and streams that support diverse wildlife and plant communities. ~~Citizens value the small town small town *character*, diversity in choices of housing, employment and services, the vibrant culture and being part of a Regional community that has tremendous social and economic opportunity. The Town's population base will continue to grow, and the housing stock will be further diversified as planned large scale developments are constructed. While the small town character in Lincoln has long been established, the municipality will transition strategically to accommodate an evolving landscape and developing Town character.~~ Citizens value the quieter and relaxed small town character of existing lower density neighbourhoods located throughout the Town. They also value diversity in choices of housing, employment and services, the vibrant culture and being part of a Regional community that has tremendous social and economic opportunity. The Town's population base will continue to grow, and the housing stock will be further diversified as planned large scale developments are constructed. There are areas in Lincoln where higher forms of *intensification* are identified. Since Lincoln includes both existing stable neighbourhoods and areas where there is the highest potential for growth and transition, a balanced approach is necessary to accommodate new and more compact forms of housing while respecting the existing

features of the surrounding area. As such, the municipality will transition strategically to accommodate an evolving landscape to build on existing character.

~~This Official Plan was prepared at a time when the Town, in conformity with Provincial and Regional policy, was planning for its future as a prosperous and sustainable Greenbelt community. The Town urban boundaries were fixed and rather than responding to urban growth pressures, the Town is in a position to manage planned growth and implement policies to realize a comprehensive vision for the future.~~

The Town, possessing a rich agricultural heritage, is located in the centre of Niagara Region, bounded by Lake Ontario and sheltered by the Niagara Escarpment ~~has a rich agricultural heritage~~. The benevolent climate supports a broad agricultural community that includes a unique cluster of wineries, tender fruit orchards and a burgeoning greenhouse and landscaping sector. Lincoln is home to a significant area of specialty crop land, a scarce non-renewable Canadian resource. Because of its strong agricultural resources and diversity of production, the community is home to a cluster of agricultural service support businesses, world class educational and research facilities, value added and agriculturally related businesses and an extensive network of food and wine related *agri-tourism* amenities. Lincoln is a focus for agri-businesses and diversification of farm operations is encouraged where appropriate.

All of these circumstances present~~ed~~ an exciting opportunity for the Town to confirm its vision, long articulated in municipal policy and confirmed in consultation~~s~~ with residents and stakeholders, to be a "**Centre of Excellence for Agriculture**". Building on its base of protected *rural lands* that are part of an inclusive *natural heritage system*, the future will focus on building a strong agri-food industry ~~and~~supported by vibrant~~, permanent small towns.~~ urban areas that balance offerings by providing a range of *housing options* and industrial, commercial and retail opportunities.~~.~~

The Town of Lincoln will work with stakeholders, ~~as well as First Nations and~~including Indigenous communities, in developing and implementing the policies of this Plan and strategies for the identification, wise use and management of cultural heritage resources.

1.2. SUSTAINABILITY

A *sustainable* community balances social well-being, resource protection, economic opportunities and environmental responsibility to meet the needs of the present without compromising the quality of life for future generations. In Lincoln, sustainability is linked to the vision of being a **Centre of Excellence for Agriculture** where the outstanding agricultural land base is the foundation for a vibrant and progressive local economy.

Decisions relating to land use, public works and capital expenditures shall be made with consideration for this vision and for the long-term well-being of the community, the economy and the environment. Scarce resources, including *prime agricultural lands* ~~*including*~~*and specialty crop*

areas shall be protected for the future and all policies on *rural lands* will be interpreted with regard for their impact on agricultural operations and viability.

The goal of being a *sustainable* community is achieved by:

(a) Protection of agricultural lands and areas;

(b) Supporting the production of *locally grown* foods;

(c) Promoting "buy-local" initiatives;

(d) Promoting agricultural diversification and innovation;

(e) Conservation of agricultural and natural landscapes;

(f) Carefully managing natural resources including agricultural lands and soil;

(g) Providing choices and opportunities for housing, employment, transportation, social, recreational and cultural amenities;

(h) Building on the agricultural resources within the Town to generate economic prosperity;

(i) Promoting environmental stewardship and sustaining a healthy natural environment;

(j) Making efficient use of its *infrastructure* by focusing on a compact, mixed-use, walkable, bikeable and connected community;

(k) Promoting a healthy cohesive community and quality of life;

(l) Having vibrant downtowns and attractive public spaces;

(m) Promoting urban design guidelines to ensure a high quality of building and site design;

(n) Enhancing the existing *sense of place* and small town *character* of existing stable neighbourhoods;

(o) Providing access and opportunity to the decision making process;

(p) Encouraging design practises that address the accessibility needs of residents with disabilities;

(q) Reviewing opportunities for reducing the impact of climate change and improving air quality;

(r) Identifying specific opportunities for promoting energy conservation and reducing waste; ~~and~~

(s) Promoting the *adaptive re-use* of existing buildings and structures and the *redevelopment* of *brownfields* and *greyfields*.; and

(t) Encouraging the protection of public and private trees to improve the Town's tree canopy.

1.3. GOALS AND OBJECTIVES

1.3.1 Agriculture

1.3.1.1. Goal

It is athe goal of this Plan to promote Lincoln as a **Centre of Excellence for Agriculture** and foster innovation and diversification in the industry..industry. All policies shall be considered in reference to their contribution to the protection of agricultural land and support of successful agricultural businesses.

1.3.1.2. Objectives

To protect *Specialty Agricultural areas*, *prime agricultural areas* and *prime agricultural land.*

(a) To ensure *agricultural uses* remain the dominant use in the Agricultural Area.

(b) To protect the *right to farm.*

(c) To support a full range of innovative and diverse agricultural operations.

(d) To support all types, sizes and intensities of *agricultural uses* so they can operate at their full potential.

(e) To recognize the ability of lands in the Town to produce crops not generally able to be produced elsewhere and to encourage production of those crops.

(f) To respect the contribution agricultural lands make as an essential working landscape that is within and part of the Town *natural heritage system*.

(g) To reduce or where possible eliminate, the regulatory requirements associated with *normal farm practices.*

(h) To protect *agricultural uses* from incompatible activities and land uses that limit agricultural productivity or efficiency.

(i) To permit a full range of *agriculture-related uses* and *on-farm diversified uses*.

(j) To support a full range of *agri-tourism use* that showcases the sector while not inhibiting the ability to farm.

(k) To permit on farm *adaptive re-use.*

(l) To permit *sustainable* agricultural related business in the rural area on lands not suited to agriculture.

(m) To support the long-term rental of land for *agricultural uses*.

(n) To encourage a strong agricultural support service industry.

(o) To provide rural *infrastructure* appropriate to and supportive of agriculture.

(p) To sustain a linked *agricultural system* and strong rural communities.

(q) To ensure the long-term sustainability and function of uses.

(r) To protect prime and special areas from fragmentation.

(s) To provide for limited amount of non-ag residential development.

1.3.2. Protection of Small Town Character

1.3.2.1. Goal

Small Town character typically references the quiet and calm nature of existing stable neighbourhoods and communities that exist throughout the Town. It is a goal of this Plan to protect and enhance ~~the small~~ small townthat character where it exists, ~~and evolving *character* of the existing communities and neighbourhoods~~ while balancing the need to diversify *housing options* and consider more compact built forms, *intensification* and density targets, and also promoting the Town position as a **Centre of Excellence for Agriculture**. As such, the Town's character as a whole will continue to evolve, while recognizing that different areas of the Town have their own specific character elements and other areas are strategically earmarked for growth and intensification through land use considerations.

1.3.2.2. Objectives

(a) To maintain and enhance the *Settlement areas* as distinct, diverse, liveable, safe, accessible, ~~and~~ attractive, and *complete communities* that provide a variety of *housing options* and places to work and shop.

(b) To respect the *character* of existing *development* and ensure that all applications for *development* are physically compatible with the *character* of the surrounding neighbourhood.

(c) To accommodate new and innovative housing types within and in proximity to the Central Business Districts.

(d) To encourage local employment so residents can work in close proximity to home.

(e) To improve the economic health of the Central Business Districts by encouraging *redevelopment* and a broad mix of compatible uses.

(f) To enhance the *character* and stability of existing and well-established residential neighbourhoods by ensuring that *development* and *redevelopment* ~~is compatible with the scale and density of~~is consistent with and/or provides appropriate transition to existing *development*.

(g) To protect stable residential neighbourhoods by directing higher density *development* in appropriate locations such as ~~to~~ the Central Business Districts and *intensification* areas within the *Built-up Area*.

(h) To encourage the *development* of neighbourhoods which support active transportation and provide a range and mix of housing types, unit sizes, and densities, community facilities, neighbourhood commercial centres and public open spaces.

(i) To foster a sense of civic identity through a high standard of urban design in public and private *development*.

(j) To recognize the contribution surrounding *rural areas* make to communities by providing green landscapes and foster linkages between urban and rural communities.

1.3.3. Climate Change

1.3.3.1 Goal~~OAL~~

It is a goal of this Plan to adapt and respond to a changing climate by building a more resilient, healthy, and equitable community. Niagara is projected to become warmer and wetter with more extreme weather events, such as extreme heat days and precipitation events due to climate change. Rising temperatures and extreme weather events have significant human and environmental costs, which disproportionately impact *vulnerable* populations, and increase financial risks to households, businesses and governments.

Land use planning is an important driver for mitigating and adapting to climate change to reduce human, environmental and financial risks. Mitigation refers to reducing sources of greenhouse gas emissions, such as burning fossil fuels for electricity, or enhancing carbon 'sinks' that store these gases. Adaptation refers to preparing for the impacts of climate change to reduce ~~vulnerability, and~~vulnerability and building resiliency to recover from extreme weather events. Addressing climate change requires actions from all levels of government, the business community, households and individuals.

1.3.3.2 Objectives

(a) To build stronger community resiliency by implementing the vision, goals and actions of Lincoln's Corporate Climate Change Adaptation Plan 2021, including any subsequent updates.

(b) To integrate climate change considerations into the management of growth and land use planning policy directions to support the transition to net-zero, climate resilient communities and *infrastructure*.

(c) To develop climate change adaptation strategies to reduce vulnerabilities and improve resilience to extreme weather events and increased climate variability.

(d) To protect natural resources, promote *ecosystem* services, and minimize ~~enivironmental~~environmental degradation.

(e) To foster Lake Ontario shoreline resilience through planning, management and protection.

(f) To commit to establishing targets and strategies to reduce greenhouse gas emissions and monitor progress towards the achievement of targets.

(g) Reduce emissions from the Town's corporate operations to lead by example and support achievement of community-wide efforts.

(h) To support increased climate resiliency in the agri-food sector, such as adopting low-carbon technologies by transitioning to indoor agricultural facilities,

(i) To support continued enhancement of the Town's urban tree canopy.

~~1.3.3.~~1.3.4. The Economy

~~1.3.3.1.~~1.3.4.1. Goal

It is a goal of this Plan to support diverse and innovative economic activities with an emphasis on those related to food, farming, *affordable* housing ~~-~~and tourism which will create jobs, attract new employers ~~-~~and sustain a healthy community.

~~1.3.3.2.~~1.3.4.2. Objectives

(a) To promote Lincoln as a **Centre of Excellence for Agriculture** and attract a full range of business linked to or supportive of food and farming and all related activities.

(b) To endorse the **Golden Horseshoe Agriculture and Agri-Food Strategy Food & Farming: An Action Plan 2021** and through an economic development strategy implement those actions in that plan that will support the continued progression ~~emergence~~ of Lincoln as a **Centre of Excellence for Agriculture** within the larger Golden Horseshoe food and farming cluster.

(c) To maintain a competitive and positive "open for business" climate.

(d) To foster partnerships and facilitate cooperation among small businesses.

(e) To build on agriculturally related educational resources to attract businesses and generate employment.

(f) To develop a “made in Lincoln” economic development strategy with an emphasis on the agri-food and tourism industriesy.

(g) To build on tourism initiatives through formation of partnerships with existing associations.

(h) To facilitate the provision of a full range of goods and services to meet the needs of residents and visitors.

(i) To support a comprehensive transportation *infrastructure* that supports businesses, residents and tourists.

(j) To support active transportation such as walking and biking as a means to attract investment in the community.

(k) To encourage agri-tourism related and indirectly unrelated to agriculture, agriculture- related uses, *on-farm diversified uses*, and agricultural *value retention uses* in the agricultural area.

(l) To actively encourage the *development* of additional employment and retail and service commercial uses in the Central Business Districts.

(m) To encourage the *development* of home-based businesses and home industries provided the proposed use is compatible with adjacent uses.

(n) To optimize the long-term availability and use of land and resources.

(o) To support the provision of *affordable* housing.

(p) To encourage the *development* of an For adequate supply and mix of ownership and rentals housing for all stages of life.

(q) To support economic opportunities associated with climate change initiatives including (green energy infrastructure and, adaptation plans., reduce financial risks to govs, businesses and households

(r) Region encouragesTo support the extension of broadband infrastructure to underserved areas to improve access to high-speed internet and support economic resilience.

1.3.4.1.3.5. Growth and Settlement

~~1.3.4.1.~~1.3.5.1. Goal

It is a goal of this Plan to direct the majority of new *development* to the *Urban Areas* where full municipal water and sewer services are available including rural settlements such as hamlets.

~~1.3.4.2.~~1.3.5.2. Objectives

(a) To direct residential *development* to areas where full municipal services and other community facilities exist.

(b) To provide for housing that is *affordable* and~~/or~~ *attainable*, *accessible* and *equitable* to the community to meet the varying financial needs of existing and future residents.

(c) To encourage diversity in housing in an effort to accommodate the broadest range of income levels and household demographics.

(d) To reinforce the function of the Central Business District areas as the primary business, entertainment and commercial focal points of the community.

(e) To encourage *intensification*, *higher densities* ~~-~~and *redevelopment* within the Urban Area specifically within and in proximity to the Central Business Districts and *Strategic Growth Area*.

(f) To comprehensively plan for *infrastructure*, *public service facilities*, and related programs and services, in coordination with the Region where applicable, as needed to support the population and employment allocations of this Plan in a phased manner.

(g) To strategically plan *public service facilities* to be co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

(h) To meet the population, housing, and employment growth targets of this Plan, as established by the Province. ~~through the Greater Golden Horseshoe Growth Plan and through the Niagara Region Official Plan.~~

(i) To support principles of *complete communities* by strategically directing growth through a balanced mix of built forms, a mix of land uses and *housing options*, and a vibrant public realm in our communities.

(j) To support and coordinate with public agencies to improve the delivery and location of educational, commercial, recreational and cultural uses.

~~1.3.5.~~1.3.6. Natural Resources

~~1.3.5.1.~~1.3.6.1. Goal

It is a goal of this Plan to ensure that natural resources are protected and used in a manner that has minimal impacts on the environment and *character* of the Town. Agricultural lands are considered an integral component of the Town natural resources.

~~1.3.5.2.~~1.3.6.2. Objectives

(a) To preserve the *Specialty Agricultural* lands and ensure that production on them is optimized using best management practices.

(b) To protect areas demonstrating high capability for agricultural production and to develop land use policies that do not allow for the further fragmentation of farmland nor its conversion to non-agricultural and/or incompatible land uses.

(c) To protect areas exhibiting high potential for aggregate extraction from incompatible land uses to ensure the potential future extraction of such deposits.

(d) To work with the aggregate industry and encourage operational extractive practices that are compatible with and respectful of the greater community and natural features and functions.

~~1.3.6.~~1.3.7. The Natural Environment

~~1.3.6.1.~~1.3.7.1. Goal

It is a goal of this Plan to maintain, restore and where possible, enhance a healthy, ~~bio diverse~~biodiverse, inclusive natural environment. The natural environment includes agricultural lands.

~~1.3.6.2.~~1.3.7.2. Objectives

(a) To recognize that the natural environment is broadly based system incorporating natural and working landscapes.

(b) To respect the role agricultural lands have as an essential component of the *natural heritage system* preserving open spaces, providing linkages and preserving natural features.

(c) To make planning decisions that maintains the health and integrity of the natural environment and the broader landscape.

(d) To make planning decisions that mitigates negative, long-term and cumulative impacts on the natural environment and agricultural viability.

(e) To manage land uses to avoid *negative impacts* on water quality and on the hydrological and hydrogeological characteristics of *watercourses*, aquifers and *wetlands*.

(f) To promote efficient and effective use of water so there is sufficient supply for agricultural and urban uses.

(g) To support continuous improvement in the delivery of farm derived ecological goods and services while growing the productivity and qualityality of farm products.

(h) To maintain current trail systems, including the Bruce Trail.

(i) To respect the natural attributes of the Niagara Escarpment and promote compatible land uses such as agriculture.

(j) To encourage the establishment of an open space system that links agricultural, environmental and recreational resources.

(k) To foster and promote cooperation among public agencies, private landowners and community groups.

(l) To support and encourage environmental stewardship and restoration.

1.3.7.1.3.8. Cultural Heritage

1.3.7.1.1.3.8.1. Goal

It is the goal of this Plan to identify, conserve and promote enhancement of *built heritage resources* and *cultural heritage landscapes* in the Town.

1.3.7.2.1.3.8.2. Objectives

(a) To prepare maintain an inventory of the Town *built heritage* and *cultural heritage landscapes*.

(b) To promote protection and enhancement of the *character* of the Town by supporting the on-going maintenance and use of *built heritage resources* and *cultural heritage landscapes*.

(c) To encourage the owners of *built heritage resources* and *cultural heritage landscapes* to retain, maintain and use those resources for the benefit of future generations.

(d) To support use of *built heritage resources* and *cultural heritage landscapes* as a tool to attract additional economic development, increase tourism opportunities and enhance the *character* and vitality of neighbourhoods and districts.

(e) To ensure that the nature and location of *built heritage resources* and *cultural heritage landscapes* and *archaeological resources* are known and considered before land use decisions are made.

(f) To recognize rural and agricultural landscapes as part of the Town's *cultural heritage landscapes*.

1.4. SETTLEMENT AREA STRATEGY

According to Regional growth studies resulting from Provincial allocations, the Town is projected to accommodate approximately 18,8004,783 new residents and 4,570 new jobs during the life of this Plan. This level of growth will precipitate the need for approximately 9,8002,110 new dwelling units. This Official Plan shall use these population and employment allocations as the basis for land use planning decisions to 2051, as required by ~~Regional and~~ Provincial policies.

1.4.1. Population Forecast

During the 1025 years between 20111986 and 20212011, the population of the Town increased by about 8,1003,800 people or at an annual rate of 1.54%. The growth management policies of this Plan are premised on a Regional population forecast that has allocated a 320-year population growth of 18,8004,783 people, which represents an annual growth rate of approximately 1.08%. The 320-year population projection is shown below.

Forecast Period	Total Population
~~2011~~	~~23,800~~
~~2016~~	~~25,300~~
2021	26,860~~26,400~~
2026	29,300~~27,600~~
2031	32,200~~28,583~~
2036	35,100
2041	38,500
2046	42,000
2051	45,660

1.4.2. Housing Forecast

The growth management policies of this Plan are based on Provincial growth allocations combined with local forecasting ~~premised on a Regional forecast~~ that has allocated a ~~20~~30-year housing growth of ~~2,110~~approximately 9,800 units as shown in the summary below.

Forecast Period	Total Units
~~2011~~2021	9,590~~8,190~~
~~2016~~2026	~~8,780~~11,000
~~2021~~2031	~~9,340~~12,500
~~2026~~2036	~~9,840~~14,100

20312041	16,00010,300
2046	17,700
2051	19,405

The Town's housing split is currently comprised of approximately 78% low density, 15% medium density, and 7% higher density dwelling unit types.

According to Regional growth allocations, 84% of new housing growth over the 30-year forecast period will be comprised of medium and higher density unit types. As such, the Town's 2051 housing split is forecast to consist of approximately 45% low density, 15% medium density, and 40% higher density dwelling unit typeslower density dwelling types, whereas approximately 47% of this growth will be comprised of medium and higher density unit types. A Regional minimum of 60%- of all residential units occurring annually will be within *Designated Growth Areas*.

1.4.3. Employment Forecast

Regional growth allocations project future employment growth of approximately 3,830980 new jobs over the next 3020 years as shown in the summary below.

Forecast Period	Employment/Jobs
2011	10,690
2016	10,910
2021	11,39011,130
2026	12,19011,390
2031	12,60011,670
2036	13,150
2041	13,740
2046	14,480
2051	15,220

A significant percentage of the Lincoln workforce is employed in the agricultural sector. According to Regional projections, it is anticipated that over half of the most new employment positions will be accommodated in across:

(a) population related jobs such as commercial and retail services, while about 25% of new positions are projected to be

(b) jobs that require employment land, such as manufacturing and production, and

(c) jobs occurring in the Rural area, such as greenhouses and *agricultural uses*. The Regional projections anticipate limited employment growth in major freestanding office buildings. Forecasted employment growth will be primarily accommodated within *Employment Areas*.

~~A significant percentage of the Lincoln workforce is employed in the agricultural sector and unlike the manufacturing workforce, the agricultural workforce experienced considerable growth between 2001 and 2012~~.

Sector	20212001		20122051		Increase in Jobs
	Number of Jobs	% of Work Force	Number of Jobs	% of Work Force	
Major Office	120	1%	220	1%	100
Population-Related	2,850	25%	4,430	29%	1,580
Employment Land (Manufacturing)	3,040	27%	3,690	24%	650
Rural (Agriculture)	5,380	47%	6,880	45%	1500
~~Agriculture~~	~~1249~~	~~15%~~	~~1523~~	~~18%~~	~~274~~
~~Manufacturing~~	~~1513~~	~~18%~~	~~1524~~	~~18%~~	~~11~~

1.4.4. Land Supply

According to the Greenbelt Plan ~~2005~~2017, the Town urban boundaries are set. The supply of residential lands shall comprise a mix of infilling and *intensification* within the *Built-up Area* and *development* within designated growth areas ~~Greenfield lands.~~ No new Urban or Rural *Settlement Areas* are permitted at this time.

The Town will plan to maintain an adequate land and housing supply, at all times, based on the Town's population, housing and employment growth forecasts identified in Sections 1.4.1, 1.4.2 and 1.4.3 of this Plan. In order to do so, the Town shall:

(a) Maintain at all times an urban land supply for the ability to accommodate residential growth for a minimum of 15 years through *residential intensification*, redevelopment and lands designated and available for residential development; and

~~(a)~~(b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units through lands suitably zoned to facilitate *residential intensification*, redevelopment, and lands in draft approved or registered plans.

1.5. TOWN STRUCTURE AND LAND USE

As a **Centre of Excellence for Agriculture**, the Town is comprised of *rural lands*, the majority of which are under agricultural production, surrounding ~~small towns~~ urban areas that include~~with~~ fixed urban boundaries. This Plan intends to maintain and, in some cases, strengthen these characteristics by employing a structure comprised of the following categories of land use:

(a) The *Agricultural Area* comprises land use designations that apply to lands outside of the *Urban Area* and includes lands with agricultural potential, resource potential, *rural settlement* areas as well as natural heritage features and natural hazard lands. An overlay approach is used to designate a Natural Environment Area that includes agricultural lands.

(b) The *Urban Area* comprises land use designations that apply to the settlements of Beamsville, Vineland, Vineland East, Prudhommes, Jordan, Jordan Station and Campden.

The land use designations in each category are intended to implement the Vision, Goals and Strategic Objectives of this Plan.

1.5.1. ~~Agricultural~~Rural Area

The ~~*Agricultural*~~ *Rural Area* designations represent categories of land use outside of the primary *settlement areas*. The ~~Agricultural~~ Rural Area designations are:

(a) Prime Agricultural;

(b) *Specialty Agricultural*;

(c) Rural Settlement;

~~(d) Agri food network which includes infrastructure, services and assets important to the viability of the AFS.~~

(d) Mineral Aggregate Resource Area;

(e) Natural Environment and Natural Heritage;

(f) Niagara Escarpment Plan Area; and

(g) Natural Hazards.

1.5.2. Urban Area

The Urban Area designations represent categories of land use within full-service *settlement areas* which will be the focus for urban *development*. The land use designations within the *Urban* Area are listed below:

(a) Residential;

(b) Mixed Use;

(c) Central Business District;

(d) General Commercial;

(e) ~~Industrial;~~ Employment;

(f) Parks and Open Space;

(g) Natural Environment Area;

(h) Niagara Escarpment Plan Area; and

(i) Natural Hazards.

1.5.2.1. Public Uses

Nothing in this Plan shall prevent the use of any land as a *public use* provided by or on behalf of or in partnership with the Town of Lincoln, Regional Municipality of Niagara, Province of Ontario, Government of Canada or any commission, board authority, agency, ministry, registered charitable organization or department established by or for any of the above, provided that:

(i) ~~(i)~~ Any buildings or structures shall be in compliance with the relevant provisions of this Plan;
ii) Long term funding agreements for any purpose-built *affordable* housing and *attainable housing* will be registered on title
(ii) Any building, structure or use shall not adversely affect the character or amenity of the neighbourhood in which it is located; and
(iii) The use is not industrial.

1.6. CONCEPTS GUIDING FUTURE DEVELOPMENT IN THE URBAN AREAS

This Plan was prepared at a time when the Province of Ontario completed many updates to the Provincial land-use planning legislation that is intended to direct growth and *intensification* ~~and the Region took a strong leadership role in not only directing more growth~~ to existing *settlement areas* but also in requiring that the *development* and utilization of urban areas occur in a more *sustainable*, ~~and~~ efficient, and compact manner.

The land use designations listed in Section 1.5, which collectively comprise the Town Structure, are subject to several concepts which have been articulated in Provincial ~~and Regional~~ policy. These concepts are described below and represent primary building blocks, not only of this Plan, but of an overall Provincial strategy aimed at maximizing the use of urban land with access to full municipal services.

1.6.1. Urban Area Boundaries

The urban settlements in this Plan are delineated with an *Urban Area Boundary*. ~~in accordance with the Regional Official Plan.~~ The purpose of the *Urban Area Boundary* is to spatially identify the limit of urban *development* for these settlements.

~~**1.6.2. The Built-Up Area**~~

~~The *Built-up Area* includes all lands within the Urban Boundaries of Prudhommes, Vineland, Vineland East, Jordan, Jordan Station and Campden, as well as those lands within the *Urban Area Boundaries* of Beamsville and Vineland delineated by the Province of Ontario in accordance with the Growth Plan for the Greater Golden Horseshoe. The *Built-up Area* is important for measuring and monitoring *intensification* rates, as all growth which occurs within the *Built-up Area* is considered to be *intensification*.~~

The Town's minimum *intensification* targets are outlined in Section 1.6.4~~5~~ and Section 3.1.13 of this Plan.

~~**1.6.3.**~~**1.6.2. ~~Greenfield Areas~~Designated Growth Areas**

~~*Greenfield*~~ *Designated Growth Areas* are all areas within the Urban Boundaries of Prudhommes, Vineland, Vineland East, Jordan, Jordan Station and Campden, as well as those lands within the Urban Area Boundaries of Beamsville and Vineland delineated by the Province and the Niagara Region. The *Designated Growth Area* is important for measuring and monitoring *intensification* rates, as all growth which occurs within the *Designated Growth Area* is considered to be *intensification*. In accordance with Provincial policy, all future development occurring within the *Designated Growth Area* shall achieve a minimum density of 50 residents and jobs per hectare, excluding areas constrained by environmental features, *utility* corridors, and *employment areas*. While it is understood that not every single site will be able to achieve the *density target*, the Town will ensure that new *Designated Growth Areas* are planned in a way which supports the achievement of the overall target. The Town will monitor development to ensure that the overall *density target* is achieved. In order to meet this target, the Town proposes to:

- Develop denser, more compact, mixed use, *complete communities*, *transit supportive* neighbourhoods in its Designated Growth ~~–~~*Areas*, *where feasible,* that allow for the efficient use of land, *infrastructure* and *public service facilities*;
- Promote development that is sequential, orderly and contiguous within Designated Growth Areas;
- Support a diverse range and mix of housing types, unit sizes and densities to accommodate current and future housing needs;
- Establish minimum residential *density target*s within the low, medium and high-density residential designations in Designated Growth *Areas*;
- Designate specific areas for low, medium and high-density housing in Designated Growth *Areas* as shown on Schedules 'C1' and 'C2';
- Establish residential density designations for potential vacant *development* sites to ensure compatibility with adjacent *development*;

- Permit and encourage the creation of *Additional Residential Units* in accordance with Section 3.1.6; and
- Monitor Designated Growth Areas densities in accordance with Section 1.629.18.

~~undeveloped areas designated for *development* which are located within the Urban Boundaries of Beamsville and Vineland but outside of the *Built-up Area*. In the policies and schedules to this Plan, the *Greenfield Areas* are referred to as a *Greenfield Area* and all lands not subject to the Greenfield Area are located within the *Built-up Area*. In accordance with Provincial and Regional policy, all future *development* occurring within the *Greenfield Area* shall achieve a minimum *gross density* of 50 people residents and jobs per hectare, excluding areas constrained by environmental features, utility corridors, and employment areas. While it is understood that not every single site will be able to achieve the *density target*, the Town will ensure that new *Greenfield Areas* are planned in a way which supports the achievement of the overall target. The Town will monitor *development* within its *Greenfield Areas* to ensure that the overall Greenfield *density target* is achieved. In order to meet this target, the Town proposes to:~~

- ~~Develop denser, more compact, mixed use, complete communities, *transit supportive* neighbourhoods in its *Greenfield Areas* that allow for the efficient use of land, *infrastructure* and public service facilities;~~
- ~~Establish minimum residential *density targets* within the low, medium and high density residential designations in *Greenfield Areas*;~~
- ~~Designate specific areas for low, medium and high density housing in *Greenfield Areas* as shown on Schedules 'C1' and 'C2';~~
- ~~Establish residential density designations for potential vacant *development* sites to ensure compatibility with adjacent *development*;~~
- ~~Permit and encourage the creation of *Additional Residential Units* secondary residential units in accordance with Section 3.1.6; and~~
- ~~Monitor *Greenfield Area* densities in accordance with Section 9.18.~~

1.6.3. Strategic Growth Area

A *Strategic Growth Area* is an area designated within the *Urban Area* where a particular focus of forecasted population growth will occur, in accordance with Regional and Provincial policies. A ~~The Region's Official Plan has identified the~~ *Protected Major Transit Station Area* in Beamsville has been identified as a *Strategic Growth Area* (as delineated on Schedule 'A2').

Strategic Growth Areas are the highest priority for development an *intensification*, as well as a primary location for major *public service facilities*, *major institutional uses*, high density and mixed-use development, *major office uses*, major commercial uses and *major recreational uses*.

A minimum density target of 150 people and jobs per hectare, to be achieved by 2051, has been set for the *Strategic Growth Area* in accordance with policies in the Provincial Planning Statement. Further guidance and policy direction with respect to the *Strategic Growth Area* is outlined in Section 3.1.15.5.4.14 of this Plan.

1.6.4. Intensification Target

When referenced in relation to urban land use, *intensification* means developing urban lands at a higher density than currently exists through *redevelopment*, infilling, using vacant or underutilized land or expansion of existing buildings. Provincial and Regional policies require municipalities to identify suitable lands as well as targets for *intensification* within the *Designated Growth Area*. ~~*Built-up area.*~~

Intensification is an appropriate means of accommodating growth since it makes better use of existing serviced land. The increase in housing units and employment created by *intensification* is also considered a good approach to maintaining and improving vibrancy in a community and protecting existing *rural areas*.

Intensification of residential and *employment areas* will be encouraged since it offers opportunities for economic development and takes advantage of already serviced but underutilized land and helps to improve the vibrancy of existing areas. *Intensification* is encouraged within the *Designated Growth Area* ~~*Built-up Area*~~; however strategic locations for *intensification* should be focus~~s~~ed within the Central Business District Areas, the Prudhommes site and *Intensification Corridors* within the Town.

An *intensification* target for the Town of 90% within the *Designated Growth Area* equating to approximately 8,895 new units has been identified. ~~Regional planning policy has allocated a future *intensification* target for the Town of 40% 90% within the *Built-up area* which equates to approximately 900 8,895 new units~~. This target is to be accommodated between ~~2015~~2021 and 2051~~2031~~. Background studies prepared for this Plan have confirmed that the Town can meet or exceed this target. To this end, this Plan has identified potential *intensification* areas and has articulated policies that provide guidance and direction with respect to *intensification*, specifically Section 3.1.13.

1.6.5. Intensification Corridors

Intensification corridors are areas along major roads that have the potential to provide a focus for higher-density and mixed-use *development*. In the Town the areas identified as *intensification corridors* are the Central Business Districts and the Ontario Street Commercial Area as shown on Schedule 'A2' and Schedule 'A3'. This Plan contains urban design guidelines specifically for these areas not only in the interest of better utilizing land and buildings but to do so in a way that creates a high quality urban environment that provides diversity in housing and commerce.

1.6.6. Urban Area Expansion

Urban boundary expansion is not currently an option at the time of implication of this document. This is a result of ~~in this Greenbelt community since~~ all of the *Urban Area Boundaries* ~~are~~ being

surrounded by lands designated as Protected Countryside in the Greenbelt Plan ~~2005~~ 2017 or otherwise being located within the Niagara Escarpment Plan area ~~.~~

Agricultural System

The rural area outside of the urban boundaries comprises a continuous and permanent land base intended to support long-term agricultural production and associated economic activity. This area comprised of extremely productive *Specialty Agricultural* and *Prime Agricultural* land, is the permanent core feature of a **Centre of Excellence for Agriculture.**

PART 2
~~AGRICULTURAL~~ *RURAL AREA LAND USE POLICIES*

Rural Area~~'~~s comprise ~~of the a~~the majority of Lincoln's land base and feature a wide range of agricultural~~, mineral extraction,~~ and natural landscape features and land uses. With the exception of one *rural settlement* area and a small number of existing *Mineral Aggregate Operations*, the Rural Area in the Town is comprised primarily of Specialty Agricultural and *Prime Agricultural lands*. Environmental features within the Rural Area are managed as part of the Natural Environment designation. ~~To manage and protect these unique features the following policies have been provided for the Rural Areas of Lincoln:~~
~~Specialty Agricultural~~
~~Prime Agricultural Area~~
~~Rural Settlement~~
~~Mineral Aggregate~~ ~~Mineral Aggregate Resource Area~~

~~Natural Environment, and~~
~~Niagara Escarpment Plan Area.~~

The following land use policies apply to manage and protect the unique features of the Rural Area so designated and ~~are~~ apply to the ~~*Specialty Agricultural*~~ and Prime Agricultural lands so ~~designated and~~ identified on Schedule 'A' and Schedule 'A1' to this Plan.

- Specialty Agricultural Area
- Prime Agricultural Area
- Rural Settlement
- Mineral Aggregate Resource Area (identified on Schedule 'E3' as Bedrock Resource Area and Sand and Gravel Resource and the areas identified as Licensed Pits and Quarries on Schedules 'A1' and 'E3')
- Natural Environment
- Niagara Escarpment Plan Area
- Natural Hazards

2.1. SPECIALTY AGRICULTURAL AND PRIME AGRICULTURAL AREAS

2.1.1. Introduction

~~With the exception of one *rural settlement* area and a small number of existing *Mineral Aggregate Operations*, the Agricultural Area in the Town is comprised of *Specialty Agricultural* and *Prime Agricultural lands*. Within the Agricultural Area are environmental features, managed as part of the Natural Environment designation, which are part of the agricultural system.~~ Preserving the integrity of the ~~Agricultural~~ Rural Area is essential to the ongoing sustainability of the agricultural sector and a key objective of this Plan. This includes maintenance and enhancement of geographically continuous agricultural land bases to supper and foster long-term economic prosperity and productive capacity of the *agri-food network*.

~~Preserving~~ Maintaining a balance between the ability of agricultural operations to function efficiently and profitably and the protection and management of environmental features is essential to the ongoing sustainability of agriculture protection. The Town acknowledges that *natural heritage features* are a land use and may conflict with good farming practises. However, initiatives to restore lands to natural heritage status must have regard for impacts on farming. Where there are potential adverse impacts on the right to farm, the right of *agricultural uses* to continue will ~~-~~prevail.

Agricultural lands within the Town which comprise the ~~Agricultural~~ Rural Area are diversified and support the production of a wide and evolving range of crops as well as the raising of livestock and poultry, where in compliance with applicable minimum distance separation. These lands are an important asset to the Town and will be preserved for the benefit of current and future generations. The agricultural sector in the Town ~~is, and~~is and will continue to be a major contributor to all aspects of the Town economy.

The agricultural lands in the Town are designated as *Specialty Agricultural* and Prime Agricultural. The *Specialty Agricultural* designation implements the Province of Ontario's Greenbelt Plan and recognizes the importance of specialty croplands for their unique ability to produce ~~certain~~ a range of crops and for their importance in the Provincial, Regional and Town economies. The Prime Agricultural designation protects and maintains land suitable for agricultural production and permits uses which support and/or are compatible with agriculture.

2.1.2. Objectives

(a) To recognize, respect and value the full range of ecological goods and services delivered to the community through good farming practices.

~~To recognize agricultural land as an essential component of the cluster that establishes the Town as a Centre of Excellence for Agriculture.~~

(b) To promote the preservation of agricultural lands as the highest priority for the Town.

(c) To protect the integrity of ~~the Agricultural Area~~ agricultural lands from conflicting uses.

(d) To manage natural heritage features as part of the ~~Agricultural Area~~ *agricultural system* in a way that will protect the feature but not impact ~~on~~ the ability to farm.

(e) To acknowledge that agricultural land is an integral part of the natural environment and sustains vital linkages.

(f) To support uses that enable farming and farmers to:

- Become more competitive and *sustainable*;
- Adapt to new and changing markets;
- Diversify into and take advantage of new agricultural opportunities;
- Improve the understanding of agriculture by the general public; and
- Broaden operations to diversify economic activity and add value to agricultural production.

(g) To emphasize the value of agriculture as an essential part of the Town environment, economy, *character* and quality of life.

(h) To support the provision of farm related *infrastructure* including water for irrigation and drainage works.

(i) To encourage a wide range of *farm diversification* uses in appropriate locations and at a scale suitable to the farm and the agricultural area where they contribute to profitable and economically *sustainable* agriculture.

(j) To encourage the preservation of agricultural lands for agricultural purposes and to direct non-farm uses to *Settlement areas*.

(k) To ensure non-farm uses do not conflict with ~~and are well removed from agriculturalfrom~~ agricultural activity.

(l) To promote a ~~viable agricultural industry~~ vibrant *agri-food network* that includes ~~for~~ the production of a range of commodities, to enhance opportunities for directly related employment and to continue as a major component of the economic base of Lincoln.

(m) To minimize the impact of non-farm uses on the agricultural area.

(n) To support *development* of rural based *infrastructure* that supports agricultural operations.

(o) To encourage the further growth of the *agriculture-related* uses and *on-farm diversification uses* including *agri-tourism uses* in appropriate locations and at an appropriate scale relative to surrounding land uses.

(p) To support the development of fair tax policies that address *value added uses* and economic diversification on farms.

(q) To consolidate and simplify the regulations associated with farming on agricultural lands.

(r) To ensure the conservation of existing rural housing stock in order to provide on farm housing accommodation for farmers and farm help.

2.1.3. Permitted Uses

Permitted uses in the *Specialty Agricultural* designation and the *Prime Agricultural* designation include:

(a) *Agricultural uses*;

(b) *Agriculture-related uses*;

(c) *On-farm diversification uses*;

~~(i) *Agri-tourism uses*;~~
~~(ii) Farm wineries, estate wineries and micro-breweries;~~

(d) Single detached dwelling on an existing lot of record;

(e) Residential uses on lots created in accordance with Section 2.1.5.~~8~~;

(f) Forestry and *conservation use*;

(g) Passive recreational uses such as active transportation trails and outdoor nature interpretation;

~~Residential uses on lots created in accordance with Section 2.1.5.8;~~

~~(g) Single detached dwelling on an existing lot of record; and~~

(h) Extraction of mineral aggregates and *petroleum resources* in accordance with the policies of this Plan in its entirety; and~~.~~

(i) Licensed Cannabis Production Facilities in accordance with the *Cannabis Act* and subject to other relevant policies of this Plan may be permitted, subject to the Town's Zoning By-law and site plan control pursuant to the Planning Act, R.S.O. 1990, c.P. 13 and the Town of Lincoln Site Plan Control By-law.

All proposed uses in the *Specialty Agricultural* and *Prime Agricultural* designation shall be compatible with, and shall not hinder, surrounding agricultural operations.

2.1.3.1. Uses Prohibited in the Specialty Agricultural and Prime Agricultural Areas~~s~~ Designations~~Uses~~

Land uses prohibited in the *Specialty Agricultural* designation and the *Prime Agricultural* designation include:

(a) Waste disposal sites, transfer stations and automotive recycling use, including tire storage and recycling uses;

(b) Compost and soil manufacturing facilities;

(c) Storage or processing of treated solid material that is leftover from municipal wastewater treatment processes and facilities; and

(d) Storage and/or processing of other non-*agricultural source materials* if the use is not primarily related to the farm operation on the lands.

2.1.3.2. Site Alteration in the Specialty Agricultural and Prime Agricultural Designations~~Activities~~

The removal of topsoil in specialty crop and *prime agricultural areas* for activities not associated with *normal farm practices* is discouraged. The placement of fill in specialty crop and *prime agricultural areas* is prohibited except for *normal farm practices* conducted in accordance with

Ontario Regulation 4069/19, the Rules for Soil Management and Excess Soil Quality Standards and the Town's Site Alteration By-law.

2.1.3.3. Agricultural Uses

(a) Agricultural lands are delineated on Schedule 'A1' as either *Specialty Agricultural* or Prime Agricultural.

(b) The size of farm parcels shall be maintained in units which are large enough to maintain flexibility to adapt to economic conditions in agriculture in the future. Consolidation of farm parcels shall be encouraged.

(c) All types, sizes and intensities of *agricultural uses* shall be encouraged.

(d) The *Minimum Distance Separation Formulae*, as amended from time to time, shall be utilized for locating new *development* where permitted. Separation distances between new or expanding livestock operations and other land uses in the area shall also be in accordance with the *Minimum Distance Separation Formulae*.

~~(a)~~(e) Additional permanent or portable farm labour housing ~~helphouses~~ may be permitted for full-time farm help where the size and/or nature of the farm operation makes the employment of such help necessary, subject to the following criteria:

(i) Both the farmer and the employee shall be employed full-time on the farm;

(ii) The farm labour housing ~~helphouse~~ will be located within the existing farm-building cluster so as not to have a significant effect on the tillable area of the agricultural operation or its viability;

(iii) *Sewage and water services* shall be as required by the Region;

(iv) *A Building Permit from the Town is obtained;* and

(v) The severance of a farm labour ~~help~~ house is not permitted.

The Town may require that the development of ~~a~~ farm labour housing ~~helphouse~~ be subject to Site Plan Control. In no case, shall any farm labour house ~~helphouse~~ use established in accordance with this Plan~~policy~~ be subdivided or severed from the original parcel on which it was constructed.

2.1.3.4. Agriculture-Related Uses

(a) *Agriculture-related uses* may be permitted in accordance with the policies of this Plan. Allowing a range of appropriate on-farm uses contributes to economically *sustainable* agriculture in the Town which in turn facilitates broader access to local food and beverages, agricultural products and VQA wines and preserves the agricultural land base, supports the Town as a Centre of Excellence for Agriculture and maintains the scenic quality of the agricultural landscape.

(b) *Agriculture-related uses* include farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area. These uses support

agriculture and benefit from being in close proximity to farm operations and provide direct products from and/or direct services to farm operations as a primary activity.

(c) *Adaptive re-use* of surplus farm facilities on existing farms for *agricultural related uses* will be encouraged to conserve *built heritage resources* and *cultural heritage landscape*s that would otherwise disappear as a result of no longer being required for farm purposes.

~~(b)~~(d) *Agriculture-related uses* must relate directly to farms in the area. It is recognized that in order to sustain market and allow for efficient operation of *agriculture-related uses,* products processed and/or sold by these businesses may be obtained from surrounding local farm operations or from further away. This is permitted provided the majority of product is from farm operations in the area. To assess whether a proposed *agriculture-related use* meets the test of providing direct products and/or services to farm operations as a primary activity, the Town may require evidence demonstrating that the use will service the local agricultural industry as the sole or main business activity.

~~(e) Lot creation to accommodate *agriculture-related* uses is not permitted.~~

~~(c)~~(e) ~~(f)~~The size and scale of agriculture-related uses shall be regulated by the implementing Zoning By-law and shall be consistent with the Greenbelt Plan, OMAFRA's Guidelines as amended, and other applicable legislation and policies.

~~(d)~~(f) The following criteria shall be considered when reviewing applications for a new or expanded agriculture-related use:

(i) Whether the use is more appropriately located in a nearby settlement area;
(ii) Whether the use is required on or in close proximity to the agricultural operation for it to support and complement the agricultural activity;
(iii) ~~Whether~~The extent to which the use is compatible with the existing farming operation and/or surrounding farming operations;
(iv) Whether the scale of the activity is appropriate to the site and/or the farming operation;
(v) Whether the use is consistent with and maintains the *character* of the agricultural area;
(vi) The use does not generate potentially conflicting off-site impacts;
~~(vi)~~(vii)The activity does not include a new residential use;
~~(vii)~~(viii)The use is limited to low water and low effluent producing uses, and the site is capable of accommodating the use on private water and private sewage treatment systems;
~~(viii)~~(ix) The use shall be subject to site plan control in accordance with Section 9.11 in relation to entrances, parking, loading, signage, grading, drainage, buffering and landscaping;
~~(ix)~~(x) The use does not require significant improvements to utilities or *infrastructure* such as road or hydro services; and
~~(x)~~(xi) The use complies with all of the policies of this Plan. ~~and Niagara Region Official Plan.~~

2.1.3.5. On-Farm Diversified Uses

(a) *On–farm diversification* uses may be permitted in accordance with the policies of this Plan. Allowing a range of appropriate on-farm uses contributes to economically *sustainable* agriculture in the Town which in turn facilitates broader access to local food and beverages, agricultural products and VQA wines and preserves the agricultural land base, supports the Town as a Centre for Excellence for Agriculture and maintains the scenic quality of the agricultural landscape.

(b) In determining what constitutes an on-farm diversified use reference shall be made to the definitions and ~~policites~~policies of this Plan, the implementing By-law, Provincial policies including the PPS, OMAFRA's Guidelines on Permitted Uses in Ontario's *Prime Agricultural Areas* as updated, and other applicable plans or policies.

(c) *On-farm diversified uses* must be both secondary to the principal *agricultural use* of the property and limited in area. The implementing By-law in conjunction with Provincial guidelines will determine the appropriate scale of new or expansions of existing on-farm diversified uses.

(d) *Adaptive re-use* of surplus farm facilities on existing farms for *on-farm diversified uses,* and *agri-tourism uses* at a scale that is appropriate to the farm ~~operation, and~~operation and will be encouraged to conserve *built heritage resources* and *cultural heritage landscapes* that would otherwise disappear as a result of no longer being required for farm purposes.

(e) Lot creation to accommodate *on-farm diversification uses*~~,~~ is not permitted.

(f) The following criteria shall be considered when reviewing applications for proposed on-farm diversified uses:

(i) Whether the use is more appropriately located in a nearby settlement area;

(ii) Whether the use is required on the agricultural property for it to support and complement the agricultural activity;

(iii) Whether the use is compatible with the existing farming operation and surrounding farming operations;

(iv) Whether the scale of the activity is appropriate to the site and the farming operation;

(v) Whether the use~~s~~ is consistent with and maintains the character of the agricultural area;

(vi) The use does not generate potentially conflicting off-site impacts;

(vii) The use is limited to low water and low effluent producing uses, and the site is capable of accommodating the use on private water and private sewage treatment systems;

(viii) The use shall be subject to site plan control in accordance with Section 9.11 in relation to entrances, parking, loading, signage, grading, drainage, buffering and landscaping;

(ix) The use does not require significant improvements to utilities or *infrastructure* such as roads or hydro services;

(x) For special events, the use represents an occasional activity and is not a regular recurring activity

(xi) The timing and duration of such uses do not hinder the agricultural operation on the site or on surrounding lands; and

(xii) The use complies with all of the policies of this Plan. ~~and Niagara Region Official Plan.~~

2.1.3.6. Wineries and Micro-Breweries

All *wineries* and micro-breweries permitted within the *Specialty Agricultural* designation and the Prime Agricultural designation, shall be subject to the following criteria:

(i) Wineries can be classified as an Agriculture-related land use as they utilize grapes that are grown on the vineyard and fruit farm that is located on the same land as the winery as part of the farmer's own farm operation. Micro breweries are generally classified as an o~~O~~n-~~f~~farm diversified use as they utilize crop inputs that can be grown outside of the Greenbelt Plan's Niagara Tender Fruits and Grapes Specialty Crop Area.

(ii) New winery buildings should be *setback* sufficiently from a roadway in order to accommodate a suitable planting area to provide and maintain an agricultural setting;

(iii) A hospitality room where wine and food are served, the retail sale of wine produced on site, and other forms of o~~O~~n-farm diversified uses will be permitted. The implementing Zoning By-law and applicable provincial Guidelines will set out specific lot coverage and gross floor area requirements;

(iv) Generally, a minimum area equal to 60% of the land that is arable for viticulture and/or the production of fruit crops shall be planted. The Town will require the planting, as a condition of the site-specific amendment to the Zoning By-law, to be completed prior to the removal of the Holding Provision or prior to the issuance of a building permit. This is to provide an agricultural setting for the winery, minimize the impact on surrounding land uses, and provide sufficient crops for the production of wine.

(v) All accessory uses to a winery shall not detract from the principal *agricultural use* nor adversely affect surrounding land uses.

(vi) Wineries and micro-breweries shall be subject to site plan control in accordance with Section 9.11;

~~(vii) Estate wineries shall be subject to site plan control in accordance with Section 9.10;~~

~~(viii)~~(vii) All wineries and breweries and accessory uses to the operation are expected to rely solely on private water services and sewage disposal systems that meet the requirements of the Niagara Region and/or the requirements of the Ministry of the Environment and Climate Change, should sewage and waste flows be in excess of 10,000 litres/day unless municipal water and/or sanitary sewer services are readily available across the frontage of the lands and connection is permitted under as per ~~the policies of the~~ Regional policies ~~Official Pla~~n;

~~(ix)~~(viii) No new severance of an existing winery, brewery and/or an accessory use from the farm parcel shall be permitted;

~~(x)~~(ix) A special event may be permitted where it is directly related to the winery or brewery located on site and where it has been approved through an amendment to the Zoning By-law or Temporary Use By-law or if it is a special event in association with a main use or secondary use and the proponent has received the permission of the Town in advance of the event. The Town reserves the right to refuse permission or limit an event where it is of the opinion that the event will create a nuisance, be offensive or incompatible with surrounding uses. This policy applies to events, without limitation.

2.1.3.7. Bed & Breakfast Establishments

Bed and breakfast establishments are permitted as an *on-farm diversified* use in accordance with the policies outlined in Section 9.14.

2.1.3.8. Home Based Business

Home based business are permitted in agricultural areas in accordance with the policies outlined in Section 9.13.

2.1.3.9. Forestry and Conservation Uses

Forestry and *conservation uses* are encouraged and in particular woodlots and windbreaks which control soil erosion and act as *groundwater recharge* areas. Land use and *development* that degrade the natural *ecosystem* will not be permitted. However, this policy shall not restrict *normal farm practices*.

2.1.3.10. Passive Recreational Uses

Passive recreational uses, such as active transportation trails and outdoor nature interpretation centres are permitted on lands owned by a public authority. Abandoned hydro corridors should be used for passive trail purposes or offered to adjacent property owners in a similar manner as closed road allowances and not sold as separate building lots.

2.1.3.11. Cannabis Production Facilities

Upon receipt of an application for the site plan control to permit a Cannabis Production Facility in the "Specialty Agricultural or Prime Agricultural" designation, Council shall be satisfied that the following criteria is met:

(i) Only new purpose-built facilities will be permitted, and any retrofit or use of existing agricultural buildings or structure is prohibited;

(ii) That mitigation measures be taken to reduce impacts on nearby residential, institutional, recreational and other *sensitive land uses*, and, to determine the appropriate separation distance of the proposed facility to existing *sensitive land uses* and zones, including commercial, institutional and recreational land uses frequented by members of the public;

(iii) That buffering and screening will be required to preserve the agricultural character of the surroundings;

(iv) That required facilities will be installed such as, but not limited to, on-site water storage and rate-of-flow control facilities and complete stormwater management ~~facilties~~facilities;

(v) That a waste management plan will be submitted to the satisfaction of the Town describing the method and location of all generated waste; and

(iv) That an odour control plan shall be submitted prior to the issuance of any license by the Town to demonstrate that odours generated from the Cannabis Production Facility will be mitigated.

The Town may establish, by by-law, regulations including a licensing framework and zoning regulations to regulate the nature and scale of Cannabis Production Facilities to ensure compliance with the policies of this plan, the zoning by-law and other pertinent by-laws related to land use compatibility and responsible business practices.

~~All proposed uses in the *Specialty Agriculture* and *Prime Agriculture* designation shall be compatible with, and shall not hinder surrounding agricultural operations.~~

2.1.4. General Policies in the Specialty Agricultural and Prime Agricultural Designations

2.1.4.1. Agricultural Uses

(a) Agricultural lands are delineated on Schedule 'A1' as either *Specialty Agricultural* or *Prime Agricultural*.

(b) ~~The size of farm parcels shall be maintained in units which are large enough to maintain flexibility to adapt to economic conditions in agriculture in the future. Consolidation of farm parcels shall be encouraged.~~

~~(c) All types, sizes and intensities of *agricultural uses* shall be encouraged.~~

~~(d) The *Minimum Distance Separation Formulae*, as amended from time to time, shall be utilized for locating new *development* where permitted. Separation distances between new or expanding livestock operations and other land uses in the area shall also be in accordance with the *Minimum Distance Separation Formulaes*.~~

~~(e) Additional permanent or portable farm helphouses may be permitted for full-time farm help where the size and/or nature of the farm operation makes the employment of such help necessary, subject to the following criteria:~~

~~(i) Both the farmer and the employee shall be employed full-time on the farm;~~
~~(ii) The farm helphouse will be located within the existing farm-building cluster so as not to have a significant effect on the tillable area of the agricultural operation or its viability; and~~
~~(iii) *Sewage and water services* shall be as required by the Region;.~~
~~(iv) *A Building Permit from the Town is obtained;* and~~
~~(v) The severance of a help house is not permitted.~~

~~The Town may require that the development of a farm helphouse be subject to Site Plan Control. In no case, shall any farm helphouse use established in accordance with this policy be subdivided or severed from the original parcel on which it was constructed.~~

~~2.1.4.2. Uses Prohibited in the Agricultural Area~~

~~Waste disposal sites and transfer stations and automotive recycling uses, including tire storage and recycling uses, are not permitted in the Specialty Agricultural or Prime Agricultural designations. Other uses including: compost facilities; soil manufacturing; storage or processing of treated solid material that is leftover from the municipal waste water treatment process; and storage or processing of other non-agricultural source material, are also prohibited in the Specialty Agricultural or Prime Agricultural designations if the use is not primarily related to the farm operation on the lands.~~

~~Specific Policies in the Specialty Agricultural and Prime Agricultural Designations~~

2.1.4.2. Specialty Agricultural Designation

(a) The re-designation of lands in the *Specialty Agricultural* designation ~~to another~~to another designation in this Plan is not permitted, except in accordance with the Greenbelt Plan or any amendment made thereto.

(b) All lands in the *Specialty Agricultural* designation shall be placed in an Agricultural Zone in the implementing Zoning By-law. Existing uses which are permitted by this Plan shall be placed in an appropriate exception zone if the Town is satisfied that the use has been in continuous operation since December 16, ~~2004~~2004, and the use does not pose a risk to public health or safety.

~~Buildings, structures or accessory uses associated with existing permitted uses may be expanded into a key natural feature or key hydrologic feature and legally established existing uses may be converted into uses which are more in conformity with this Plan subject to a Zoning By-law Amendment, Development Permit or Site plan control. In considering a Zoning By-law Amendment, Development Permit or Site plan control the Town, while recognizing the primacy of agriculture in the *Specialty Agricultural D*esignation. shall have regard for the Natural Environment policies and Natural Hazard policies of this Plan and shall apply the following criteria:~~

~~(i) That there is no alternative to the expansion and the expansion, alteration or establishment is directed away from the feature to the greatest extent possible;~~

~~(ii) That the expansion should be limited in nature and minimize its impact upon the feature and its function. In addressing these criteria, the Town may require the preparation of an Environmental Impact Study; and~~

~~(iii) Where the proposed expansion is located within lands regulated by the Niagara Peninsula Conservation Authority, which includes *watercourses*, valleys, *floodplains*, the Lake Ontario Shoreline and *wetlands*, a permit will also be required from the Niagara Peninsula Conservation Authority.~~

(c) Uses which are not permitted in the *Specialty Agricultural* designation but were established on or before December 16, 2004, shall be deemed to be permitted uses. Permission to expand buildings, structures or accessory uses associated with such a legal non-conforming use~~s~~ may be considered and legally established existing uses may be converted into uses which are more in conformity with this Plan subject to an amendment to the Zoning By-law or approval of a Minor Variance. In considering an application, Committee shall have regard for the following criteria:

(i) The proposal does not result in the intrusion of new incompatible uses;

(ii) Any~~What~~ impacts ~~will~~ the proposed development would have on adjacent agricultural activities and the tillable area of the of the property;

(iii) Where applicable, the proposal conforms to OMAFRA's Guidelines as amended~~updated~~;

(iv) The proposal does not negatively impact the integrity of a non-agricultural use;

(v) In the event of a conversion or development proposal, an agricultural impact ~~assssment~~assessment shall be completed by a qualified professional;

(vi) ~~That T~~the proposal ~~expansion~~ does not require the provision or extension of a municipal water or sewer system;

(vii) The proposal is in accordance with the *minimum distance separation formulae*;

(viii) ~~That T~~the ~~expansion~~ proposeal proposal does not ~~result in *development* occurring on a explandexpand~~ into key natural heritage or hydrologic features, unless there is no other alternative~~,~~. In such case, any expansion shall be limited in scope, kept within close geographical proximity to the existing structure and conform to the policies within this Plan. ~~in which case the expansion should be limited in nature and kept in proximity to the existing structure. In addressing these criteria, the Town may require the preparation of an Environmental Impact Study; and~~

(ix) Where the proposed expansion is located within lands regulated by the Niagara Peninsula Conservation Authority, which includes *watercourses*, valleys, *floodplains*, the Lake Ontario Shoreline and *wetlands*, a permit will also be required from the Niagara Peninsula Conservation Authority.

(d) All uses in the *Specialty Agricultural* designation shall be designed, located and managed to not detract from the primacy of agricultural in the Agricultural Area. Non-agricultural uses are not permitted in the Specialty Agricultural designation as such uses can have adverse impacts on both agricultural and natural resources.

(e) ~~(i)~~ Additional Residential Units that are not required for farm help may be permitted without the need for a Zoning By-law Amendment provided that the criteria outlined in Section 2.1.5.2a are met and except that:

(i) No Additional Residential Unit shall be permitted within a detached accessory structure that has been built after ~~since~~ December 16, 2004.

(f) *Settlement areas* are not permitted to expand into *specialty crop areas*.

(g) If the policies of the Greenbelt Plan are amended in the future to consider minor modifications to the specialty crop lands, the Town may consider applications for a change in land use from specialty crop lands to an urban use subject to meeting, at minimum, the following minimum criteria:

(i) The lands are immediately adjacent / contiguous to the existing urban settlement area;

(ii) The lands contain pre-existing development not in keeping with *agricultural uses*;

(iii) Redevelopment of the lands would not pose an impact to adjacent and nearby agricultural operations and will not negatively impact the integrity of the Rural area through fragmentation or the introduction of a new incompatible use;

(iv) Redevelopment of the lands would not limit future logical expansion of the urban settlement area;

(v) here are no reasonable alternatives to accommodate the proposed use in *Settlement Areas*;

(vi) The lands are a minimum size to meet the proposed development need;
(vii) There is sufficient *infrastructure* capacity to accommodate the proposed development;
(viii) The lands are, or can easily, be serviced;
(ix) The lands do not contain significant environmental or natural heritage features;
(x) The proposed lands would promote an efficient use of land and services;
(xi) Redevelopment of the lands avoids, or if not possible, minimizes and mitigates any potential negative impacts on *watershed* conditions and the water resource system; and
(xii) The development complies with the minimum distance separation (MDS) formulae.
(xiii) To support consideration, the following studies, at minimum, shall be provided with an application:
- Planning Justification Report, including a Needs Analysis
- Agricultural Impact Assessment
- Environmental Impact Assessment
- Archaeological Impact Assessment
- Servicing Study

2.1.4.3. Prime Agricultural Designation

(a) All lands in the Prime Agricultural designation shall be placed in an appropriate Agricultural Zone in the implementing Zoning By-law

(b) Non-agricultural uses are not permitted in the Prime Agricultural designation unless for the following activities:

(i) Extraction of *minerals*, *petroleum resources* and *mineral aggregate resources*, in accordance with policies of this Plan in its entirety; and
Limited non-agricultural uses, subject to the policies of Section 2.1.4.2 (c). ~~provided that all of the following are demonstrated:~~

~~The land does not comprise of a specialty crop area;~~
~~The proposed use complies with the minimum distance separation formulae;~~
~~There is an identified need within the planning horizon provided for in policy 1.1.2 of the 2020 Provincial Policy Statement for additional land to be designated to accommodate the proposed use; and~~
~~Alternative locations have been evaluated and there are no reasonable alternative locations which avoid prime agricultural areas and there are no reasonable alternative locations in *prime agricultural areas* with lower priority agriculture lands.~~

~~(b)~~(c) Non-agricultural uses are not permitted in the Prime Agricultural designation as such uses can have adverse impacts on both agricultural and natural resources. Where non-agricultural uses are proposed in the Prime Agricultural designation, such applications shall be reviewed and are subject to the following criteria: ~~in the context of both a local Official Plan Amendment and Regional Official Plan Amendment subject to the following criteria:~~

(i) ~~(i)~~ The land is not comprised of Specialty Crop Area,
(ii) There is an identified need within the planning horizon of this Official Plan for additional land to be designated to accommodate the proposed use,
(iii) There are no reasonable alternatives to accommodate the proposed use in *Settlement Areas*,
(iv) Alternative locations have been evaluated and there are no reasonable alternative locations which avoid *prime agricultural areas* and there are no reasonable alternative locations in *prime agricultural areas* with lower priority agriculture lands.
(v) It will not negatively impact the integrity of the Rural area through fragmentation or the introduction of a new incompatible use,
(vi) An Agricultural Impact Assessment is undertaken to identify the degree of conflict with surrounding *agricultural uses*. Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible,
(vii) Where applicable, the proposal conforms to OMAFRA's Guidelines as amended,
(viii) The proposed use is in accordance with the minimum distance formulae as updated,
(ix) New municipal services are not required, and confirmation is provided that suitable private water supply and private sewage services can be provided on the same lands as the proposed use,
(x) The proposed use does not expand into key natural heritage features and key hydrologic features, unless there is no other alternative. In such case, any expansion shall be limited in scope, kept in close proximity to the existing structure and conform to all other applicable policies within the Plan, and
(xi) Comply with all other applicable policies within this plan.

~~A demonstrated need within the planning horizon of this Official Plan for additional land to be designated to accommodate the proposed use within the municipality;~~
~~(ii) The desirability of the proposed use to the community;~~
~~(iii) It will not negatively impact the integrity of the Rural area through fragmentation or the introduction of a non-agricultural use;~~
~~(iv) There are no reasonable alternatives to accommodate the proposed use in *Settlement areas*;~~
~~(v) There are no reasonable alternative locations to accommodate the proposed land use on lower priority land within the Prime Agricultural designation;~~
~~(vi) An assessment of the degree of conflict with surrounding *agricultural uses.* Impacts from any new or expanding non- agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible;~~
~~(vii) New residential lots and uses are not permitted in the Prime Agricultural Designations except in accordance with policy 2.1.5.8;~~
~~(viii) Conformity with other policies contained in Section 2 of this Plan;~~
~~(ix) Confirmation that a suitable private water supply and private sewage services can be provided for the proposed use; and~~
~~(x) Compliance with other policies contained in this Plan.~~
~~(xi) The proposal does not expand into key natural heritage features and key hydrologic features, unless there is no other alternative. In such case, any~~

~~expansion shall be limited in scope, kept with in close geographical proximity to the existing structure and conform to all other applicable policies within the Plan.~~

~~(a)~~(d) Additional Residential Units that are not required for farm help may be permitted without the need for a Zoning By-law Amendment provided that the following criteria are met:

(i) A maximum of two Additional Residential Units may be permitted in addition to the principal dwelling, for a total of three residential units;

(ii) In all cases a maximum of one Additional Residential Unit may be located within a detached accessory structure that is ancillary to the principal dwelling unit on the same lot;

~~(ii)~~(iii) Within the Specialty Agricultural area, an Additional Residential Unit may only be permitted within existing buildings as permitted by the Greenbelt Plan as amended,

(ii) If the Additional ~~Dwelling~~Residential Unit is located in an existing detached accessory building, the unit must be located within the cluster of buildings on the property;

(iii) The Additional Residential Unit(s) must be located on the same lot as the principal dwelling unit and must be subordinate in scale and function to the principal dwelling unit;

(iv) An *Additional Residential Unit(s)* shall not be located on lands identified as hazard lands or as being within the regulatory flood plain, unless where specifically permitted by the Conservation Authority;

~~(iii)~~(v) An Additional Residential Unit(s) must have no adverse effect on stormwater management systems and on--site drainage as demonstrated through a grading plan;

~~(iv)~~(vi) Both the principal dwelling unit and the Additional Residential Unit(s) shall be in compliance with the following:

1. Building Code;
2. Fire Code
3. Safe access to an *Additional Residential Unit(s)* must be ensured by meeting fire and emergency service requirements;
4~~3~~. Provisions for Additional Residential Units as outlined in the Town's Zoning By-law; and
5~~4~~. Any other applicable legislation.

(v) Adequate water supply and wastewater treatment must be available to accommodate the Additional Residential Unit(s). If the principle dwelling is serviced by a septic system, verification must be provided that the septic system ~~is capable of accommodating~~can accommodate an Additional Residential Unit(s) through the existing system or expansion of the existing system to service both the Additional Residential Unit(s) and the principle dwelling. Should a new septic system be required to accommodate an Additional Residential Unit(s), the new septic system shall not remove land from agricultural production.

(vi) In no case shall the Additional Residential Unit(s) be subdivided or severed from the original lot on which it was constructed.

~~(b)~~(e) All uses in the Prime Agricultural designation shall be designed, located and managed to not detract from the primacy of agricultural in the Agricultural Area.

~~(b~~c) ~~All lands in the Prime Agricultural designation shall be placed in an appropriate Agricultural Zone in the implementing Zoning By-law.~~

~~(c~~d) ~~Non-agriculture uses in prime agriculture areas are not permitted unless for:~~

~~(i) Extraction of minerals, petroleum resources and *mineral aggregate resources*, in accordance with policies of this Plan in its entirety; or~~

~~(ii) Limited non-residential uses, provided that all of the following are demonstrated:~~

- ~~The land does not comprise a specialty crop area;~~
- ~~The proposed use complies with the minimum distance separation formulae;~~

~~There is an identified need within the planning horizon provided for in policy 1.1.2 of the 2014 Provincial Policy Statement for additional land to be designated to accommodate the proposed use; and~~

2.1.5. Consent Policies

2.1.5.1. Permitted Types of Consents

The following types of consents may be permitted in the Agricultural Area:

(a) The severance of a surplus farm dwelling provided the applicable criteria in Sections 2.1.5.2 and 2.1.5.3 are satisfied.

(b) A severance for *agricultural uses* subject to the following criteria:

(i) The severed and retained parcels are both to be used for agricultural purposes;

(ii) Within the Specialty Agricultural Area, the severed and retained parcels are both of 16.0 hectares or results in the increased size of an undersized farm parcel;

(iii) Within the Prime Agricultural Area, a severance for *agricultural uses* may be permitted provided that the minimum size for the severed and retained parcels is 40.0 hectares or results in the increased size of an undersized farm parcel;

(iv) The severance is appropriate for the farming activities proposed;

(v) The severance is suitable to the particular location and common in the area;

~~(i)~~(vi) The severance provides flexibility for farm operators to undertake changes in agricultural operations.

(c) Lot creation to accommodate an agriculture-related land use is permitted provided that:

(i) -any new lot shall be limited to the minimum size needed to accommodate the use and appropriate *sewage and water services*,

(ii) An Agricultural Impact Assessment demonstrates that no new negative impacts will result to all adjacent farming operations,

~~(i)~~(iii) the remaining portion of the lot is conveyed to an active agricultural operation where possible, and all other policies in Section 2.1.3.5 are met.

~~(b) A severance when *adjacent lands* are to be added to and merged in title with an existing farm operation. Any remnant parcel shall be large enough to maintain a viable farm operation as defined in Section 2.1.5.8.1(d).~~

~~(c) A severance for minor boundary adjustments, which do not create a separate building lot and does not have a negative impact on a farm. In the *Specialty Agricultural* Designation consent for this purpose is permitted if there is no increased fragmentation of a key natural heritage or hydrologic feature.~~

~~(d) A severance for *agricultural uses* provided that the severed and retained parcels are both to be used for agricultural purposes and provided the minimum lot size is 16.0 hectares in the *Specialty Agricultural* Area and 40.0 hectares in the *Prime Agricultural Area*.~~

~~(b)~~(d) A severance for *legal or technical reasons* ~~such as an easement or right-of-way~~ provided they do not create a separate lot for a residential dwelling. In the Specialty Agricultural Designation, a consent for this purpose is permitted if there are no increased fragmentation of a key natural heritage or hydrologic feature and/or negative impacts on a farm and adjacent farm operations.

~~(c)~~(e) A severance for *infrastructure* purposes as permitted in this Plan, where the facility or corridor cannot be accommodated through the use of an easement or right-of-way and provided the *infrastructure* is supported by the ~~Regional Official Plan~~, the Provincial Planning ~~olicy~~ Statement, and the ~~the~~ Greenbelt Plan. ~~and the Growth Plan~~. In the Specialty Agricultural area, consents of this nature must demonstrate that there is no reasonable alternative location for the proposed *infrastructure*, and an agricultural impact assessment has been completed by a qualified professional.

~~(d)~~(f) Conveyances to public bodies or non-profit entities for natural heritage conservation provided it does not create a separate lot for a residential dwelling provided that the lands are within the Specialty Agricultural Designation.

2.1.5.2. Severance of a Residence Surplus to an Agricultural Operation Consent Policies ~~Farm Dwelling Consent Policies~~

The severance of a *residence surplus to an agricultural operation* ~~farm dwelling~~ is permitted subject to meeting the following criteria:

(a) ~~The severance of a~~ Within the Specialty Agricultural Designation, the dwelling must be built prior to ~~December 16,~~ 2004. On lands in the Prime Agricultural Designation, the dwelling must be constructed prior to 2006;

(b) The dwelling must be ~~and~~ surplus to an agricultural ~~farm~~ operation as the result of the amalgamation of two or more farms ~~under the ownership of a *bonafide farmer*~~ and containing an active *agricultural use*;~~, and subject to the following criteria:~~

(c) The agricultural operations ~~farms~~ must be merged in title or alternatively the remnant farm parcel be rezoned to preclude residential usage in perpetuity;

(d) The severed dwelling and proposed lot shall meet the Minimum Distance Separation (MDS) Formula;

(e) The severed dwelling shall be in a habitable condition;

(f) The severed dwelling shall be surplus to the farmer's present and future needs as a family residence or as farm labour housing ~~a farm helphouse~~;

(g) The remnant agricultural parcel ~~of farm land~~ should be of a substantial size to function as a significant part of the overall farm unit;

~~(h) The applicant must be a bonafide full-time farmer (as defined in this Plan). This provision is intended to encourage part-time farmers to become *bonafide farmers* through the amalgamation of additional farm parcels;~~

~~(i) There must be at least one farm dwelling remaining with the agricultural farm operation that may consist of one or more parcels of land in the Town;~~

~~(j)~~(h) ~~The remaining agricultural farm dwelling must be located on a parcel in the Town that is owned by the farmer and that is of a substantial size to function as part of the overall agricultural farm operation unit~~;

~~(k)~~(i) The size of the parcel containing the residence surplus to the agricultural operation ~~farm dwelling~~ shall be limited to the minimum size needed to accommodate the dwelling, including areas for individual *sewage and water services* in accordance with Section 2.1.5.3~~8.2~~(a); and

~~(l)~~(j) The severance of a dwelling where there are two dwellings on an existing agricultural ~~farm~~ parcel is not permitted.

2.1.5.3. New Surplus Farm Dwelling Lot Policies

New residential lots created in accordance with Section 2.1.5~~.8~~ above shall meet the following conditions:

(a) The size of a new lot for a surplus farm dwelling is determined by the type of services it receives.
   a. Proposed lots that are not serviced by sanitary sewers the Proposed lots that are not serviced by both municipal water and sanitary sewers, shall normally have a

minimum lot frontage of 45 metres and a minimum useable lot area of 0.4 hectares, except where local conditions or special design proposals require variations in configurations. In all cases proposed lots must meet the requirements of the Region, or the authority having jurisdiction to ensure that the lot has *sustainable private services* ~~and a potable water supply~~. New lots shall not exceed an area of 0.4 hectares except to the extent necessary to meet the requirements of the Region or to accommodate a special circumstance, or local condition, such as *vulnerable* groundwater conditions, a ravine or creek;

b. Proposed lots that ~~Where the lands~~ that are serviced by municipal sanitary sewers, a minimum lot frontage of ~~18~~ 15 metres and a minimum lot area of ~~475~~ 425 square metres ~~are required~~;

~~(b)~~ No new lot shall be permitted where road access would create a traffic hazard. ~~Joint access from existing driveways shall be encouraged wherever possible;~~

~~(c)~~(b)

~~(d)~~(c) All new lots shall have frontage on an open maintained public road ~~year round~~at all times;

~~(e)~~(d) The location of new lots shall be consistent with the Natural System policies of the Greenbelt Plan and the Natural Heritage Policies of the Provincial Planning ~~olicy~~ Statement;

~~(f)~~(e) New lots shall be located in such a position that minimizes the impact on the remaining agricultural ~~farm~~ operation and agricultural operations on *adjacent lands*. ~~.~~

~~(d) New lots shall be separated from livestock operations in accordance with the *Minimum Distance Separation Formulas*.~~

~~(e) The location of new lots shall be consistent with the Natural Resource policies of the Greenbelt Plan and Mineral Aggregate Resource policies of the Provincial Policy Statement.~~

2.1.6. Special Provisions

The following existing land uses outlined in Sections 2.1.6.1 to 2.1.6.14 do not conform to the permitted uses listed in Section 2. However, notwithstanding Section 2 they are considered to be permitted uses under this Plan and expansions to these uses shall be permitted unless the expansion is proposed on

~~However, notwithstanding Section 2 they are considered to be permitted uses under this Plan and expansions to these uses and uses addressed in Section 5.B.8.3 of the Regional Official Plan shall be permitted unless the expansion is proposed on~~ lands not previously owned and occupied by the use. The lands subject to the Special Provisions listed in Section 2.1.6 are identified on Schedule 'A1' to this Plan.

2.1.6.1.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located on the west side of Regional Road No. 24 (Victoria Avenue) in part of Lot 1, Concession 1, in the former Township of Clinton, may also be used for neighbourhood convenience commercial uses in accordance with Section 3.1.11.

2.1.6.2.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located on the south side of Fly Road, east of Mountain Road, in part of Lot 18, Concession 7, in the former Township of Clinton, may also be used for a public park.

2.1.6.3.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located on the south side of Fourth Avenue, east of Nineteenth Street in part of Lot 18, Concession 4, in the former Township of Louth, may also be used for a school and accessory recreational uses.

2.1.6.4.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located on the south side of Fourth Avenue and the east side of Nineteenth Street, in part of Lot 18, Concession 4, in the former Township of Louth, may also be used for a place of worship.

2.1.6.5.

Notwithstanding the permitted uses of the Specialty Agricultural designation, those lands located on the north side of Culp Road, to the east of Victoria Avenue, in part Lot 23, Concession 2, in the former Township of Louth, may also be used for local neighbourhood commercial uses in accordance with Section 3.1.11.

2.1.6.6.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located on the north side of Fourth Avenue, to the east of Nineteenth Street, in part of Lot 18, Concession 3, in the former Township of Louth, may also be used for a school and accessory recreational uses.

2.1.6.7.

The Durham Industrial Area (Regional Road 81 and Durham Road) is intended to be developed for industrial purposes of a light and dry nature. Other appropriate commercial uses shall be permitted and include automotive and farm-related commercial and retail outlets for products manufactured on the premises. The development of this area will be guided by the following:

(a) The *development* of these lands will take place only through the provision of on-site sanitary disposal systems which have been approved by the Region or the Ministry of the Environment and Climate Change where required, for each particular use;

(b) Material used to fill and grade the subject lands will follow the recommendations of the MOECC "*Management of Excess Soil – A Guide for Best Management Practices"*; the Town will require that a "fill and grade plan" is submitted to the Town and approved by the Town, the Niagara Peninsula Conservation Authority and the Ministry of the Environment and Climate Change, and this "fill and grade plan" shall include, among other matters, the nature and type of material to be used, the hours of operation of the trucking operation if such an operation is for a duration of more than five working days and arrangements for the clean-up and repair of damages to Town roads;

(c) The implementing Zoning By-law respecting the subject lands will permit only uses of a "light, dry, industrial" type preferably agriculturally related but may also include other uses including processing or manufacturing that would not require the need for a municipal sanitary sewer connection in the future, or otherwise conflict with the general rural *character* and uses of the surrounding area through the pollution of the atmosphere or the pollution of the drainage system which travels through the subject lands;

(d) Any diversion of the existing drainage system will require its approval and that of the Niagara Peninsula Conservation Authority; and,

(e) In areas where liquids and chemicals are stored, provisions shall be made for the containment of accidental spills which are adequate to prevent contamination of surface and groundwater.

2.1.6.8.

In addition to the permitted uses of the Specialty Agricultural designation, those lands located in part of Lot 6, Concession 4, in the former Township of Clinton, may also be used for a banquet facility, with a maximum gross floor area of 483 square metres.

2.1.6.9.

~~Notwithstanding the gross floor area requirements of Section 2.1.5.4.3.3 (h) of the Official Plan,~~ A~~a~~ maximum gross floor area for *agri-tourism uses* of 676 square metres is permitted on lands known municipally as 3583 Zimmerman Road and legally described as Part Lot 19, Concession 7 and Part 1 on 30R5462 and Part 1 on 30R10360.

~~Notwithstanding the requirements of Section 9.14 of the Official Plan,~~ A~~a~~ maximum of 10 guest rooms in the form of 1-storey cabins shall be permitted on lands known municipally as 3583 Zimmerman Road and legally describers as Part Lot 19, Concession 7 and Part 1 on 30R5462 and Part 1 on 30R10360.

2.1.6.10.

~~Notwithstanding the gross floor area requirements of Section 2.1.5.4.3.3 (h) of the Official Plan,~~ A~~a~~ maximum gross floor area for *agri-tourism uses* of 4239 square metres is permitted on lands known municipally as 3953 Jordan Road and legally described as Concession 3, Lot 16 RP

30R5100, Part 2 S&E, Part 1 RP30R6730 and Concession 3, Lot 16. RP 30R5100, Part 1, RP30R4795, Part 3.

~~Notwithstanding the requirements of Section 9.14 of the Official Plan,~~ A~~a~~ maximum of 18 guest rooms in the form of two detached one-storey accessory structures shall be permitted on the lands known municipally as 3953 Jordan Road and legally described as Concession 3, Lot 16 RP 30R5100, Part 2 S&E, Part 1 RP30R6730 and Concession 3, Lot 16. RP 30R5100, Part 1, RP30R4795, Part 3.

2.1.6.11

Notwithstanding other policies in this Plan, a golf course with clubhouse is permitted on a 58.87 hectare (145.36acre) site located on the following lands. Firstly: Part of Lots 9 and 10, Concession 7, designated as Part 1, Plan 30R-6376 formerly in the Township of Louth, County of Lincoln now in the Town of Lincoln, Regional Municipality of Niagara; save and except that Part of Lot 9, Concession 7, designated as Part 1, 30R-6578. Secondly: Part of lot 8, Concessions 6 and 7, and Part of the Road Allowance between Concessions 6 and 7 through Lot 8, designated as Parts 1, 4, 5, and 6, Plan 30R-6375, in the Town of Lincoln, in the Regional Municipality of Niagara.

2.1.6.12

Notwithstanding the provisions of Section 7.1.4., the extension of a 38 mm diameter sanitary sewer forcemain is permitted to serve the proposed Vincor International Inc. estate winery to be located to the east of the Jordan community and south of Regional Road 81 in the Town of Lincoln.

2.1.6.13

Notwithstanding other policies in this Plan, the extension of a sanitary sewer approximately 200 feet south along Station Street from Second Avenue in the Town of Lincoln to service one single detached dwelling on a 2.8 acre property is permitted.

2.1.6.14

The following waterlines have been reviewed in accordance with Section 7.1.4 and are deemed to comply with these policies:

a. a waterline extension approximately 200 feet south along Station Street from Second Avenue in the Town of Lincoln to service one single detached dwelling on a 2.8 acre property; and

b. a waterline extending from the Vineland Reservoir to service the Vineland Quarries and Crushed Stone Limited quarry located on Regional Road 24 at Fly Road in the Town of Lincoln.

2.2. R~~ural Settlement~~~~URAL SETTLEMENT~~

The following land use policies apply to the Rural Settlement Area so designated and identified on Schedule 'A1' to this Plan.

2.2.1. Introduction

The purpose of the Rural Settlement designation is to recognize the existing settlement of Tintern which is not expected to experience significant growth in the Town.

2.2.2. Objectives

(a) To provide for limited *development* in the Rural Settlement Area, while maintaining its ~~small~~ existing community *character*.

(b) To provide sufficient *development* capacity to accommodate supporting farm-related uses and commercial uses to support the nearby agricultural and rural communities.

(c) To maintain and enhance a recognizable image for the hamlet and municipality, enhance the quality of life through appropriate design of commercial and public space areas, and promote greater economic vitality.

2.2.3. Permitted Uses

Permitted uses in the Rural Settlement designation include:

(a) Bed and breakfast establishments;

(b) ~~Group homes~~Home for Special Care~~Homes for Special Care;~~

(c) ~~Home occupations and home industries~~ Home-based businesses;

(d) *Institutional uses* including elementary and secondary schools, community facilities, churches and place of worship and day-care centres;

(e) Parks and open space;

(f) Low density residential including additional residential uses;

(g) Small scale industrial or commercial uses that serve the needs of the settlement and the surrounding agricultural area; and

(h) Accessory buildings and structures.

(i) Tourism related activities and small-scale *creative cultural industries*

2.2.4. General Policies

(a) Rural *Settlement Areas* play an important housing, social, cultural and economic role for the Rural Settlement Area and the surrounding agricultural area.

(b) New lots shall be created through consent or in accordance with Section 9.10~~9~~ of this Plan and shall meet the following conditions

(i) Future growth should be encouraged in depth rather than in linear strips along existing roads.

(ii) New lots shall be a minimum of 1 hectare unless it is determined through a hydrogeological study that a smaller lot size will adequately accommodate a private water supply and *sustainable private services*. In all cases, a minimum of 0.4 hectares of useable lot area for *sustainable private services* shall be provided.

(iii) All *development* must have an adequate private water and sanitary supply and be suitable for private waste disposal in accordance with the requirements of the Region and/or the Ministry of the Environment~~nt~~

(iv) Any residential *development* in excess of five residential units shall be supported by a Functional Servicing Report and Hydrogeological Study to ensure that the *development* can be accommodated on sustainable *private services* without an adverse impact on the quality of the groundwater and on the adjacent uses.

(c) New non-residential uses may be permitted in the Rural Settlement designation subject to an amendment to the implementing Zoning By-law. Such uses shall be subject to Site Plan Control. Before considering an amendment to the Zoning By-law to permit any of the uses listed in Section 2.2.3, the Town shall be satisfied that:

(i) The proposed use is compatible with the *character* of the Rural Settlement;

(ii) The use has frontage and safe ingress and egress onto a public road to the satisfaction of the Town and/or the Region;

(iii) The proposed use can be serviced with an appropriate water supply and an appropriate means of sewage disposal;

(iv) The use shall not have a negative impact on the enjoyment and privacy of the neighbouring properties;

(v) Adequate parking, loading and landscaping can be provided on site;

(vi) Where the proposed use is industrial in nature, the Town will have regard to the Ministry of the Environment and Climate Change D-6: Compatibility between Industrial Facilities and *Sensitive Land Uses*; and

(vii) Where the lot boundary of the proposed use abuts or is in proximity to the lot boundary of existing residential uses, fencing, landscaping, berming or a combination of these features shall be utilized to ensure that there is adequate separate screening between the uses.

(d) All lands used for residential purposes shall be placed in an appropriate Residential Zone in the implementing Zoning By-law. All lands used for non-residential purposes

shall be placed in an appropriate zone in the implementing Zoning By-law. All undeveloped land may be placed in a Development or Holding Zone which will restrict the uses to those that existed on the date the implementing Zoning By-law comes into effect.

(e) Proposals for *development* will be reviewed to ensure that the *development* is orderly and well planned, that adequate services such as school bussing and fire protection can be provided, that the added *development* will not interfere with the operation of the arterial road system and that existing problems such as pollution, inadequate water supply or conflicting land uses will not be aggravated. *Development* should also minimize the impact on agricultural lands, natural hazard lands and on lands within the Natural Environment designation.

(f) Where *Rural Settlement* boundaries have been established closer to an existing livestock operation than determined by the *Minimum Distance Separation Formula*, new *development* within the *Rural Settlement* must comply with the *Minimum Distance Separation Formulae*.

(g) No new Rural *Settlement Areas*, expansions or minor boundary adjustments to existing Rural *Settlement Areas* are permitted in the *Specialty Agricultural Area*.

(h) Minor boundary adjustments of existing Rural *Settlement Areas* shall be ~~completed through a *municipal comprehensive review* ~~subject to the following criteria:

(i) The adjustment is to address property boundary corrections such as split lots or property corrections/adjustments;
(ii) The property area is minor in nature;
(iii) The property area does not create a new lot;
(iv) Locally designated and/or listed heritage building(s) and/or feature associated with the designation or listing may be added to ensure their long-term protection provided the heritage building is on a property physically contiguous to the hamlet boundary;
(v) The adjustment does not include any lands designated Natural Environment unless the designated Natural Environment lands are already part of the *Rural Settlement* Area; and
(vi) The boundary adjustment shall comply with *Minimum Distance Separation Formulae.*

2.3. M<u>ineral Aggregate Resource Area</u>~~INERAL AGGREGATE RESOURCE AREA~~

The following land use policies apply to the areas identified on Schedule ‘E3’ as Bedrock Resource Area and Sand and Gravel Resource Area and the areas identified on Schedule ‘A1’ an ‘E3’ as Licensed Pits and Quarries.

2.3.1. Introduction

The purpose of the mineral aggregate resource area policies is to provide direction on future new or expanding operations and existing operations and to manage and protect *mineral aggregate resources*.

2.3.2. Objectives

(a) To ensure that *mineral aggregate resources* are protected for long-term future use and that as much of the resource as is realistically possible, is made available as close to markets as possible.

(b) To minimize the long-term impact on the disturbed area by encouraging and promoting the timely, progressive and final rehabilitation of aggregate operations.

(c) To ensure that land use compatibility issues are addressed.

(d) To minimize the impact of *mineral aggregate operations* related traffic on the community and the Town's road *infrastructure*.

(e) To provide criteria for evaluating applications for *mineral aggregate operations*.

(f) To ensure the orderly extraction and utilization of *mineral aggregate resources*.

(g) Extraction shall be taken in a manner which minimizes social, economic and environmental impacts.

2.3.3. Permitted Uses

(a) The *mineral aggregate resources* shown on Schedule 'E3' to this Plan may be used for the extraction of mineral aggregates that are found in a natural state on the site, subject to the policies of this Plan in its entirety.

(b) Other permitted uses on the lands identified as Mineral Aggregate Resource include:

(i) *Agricultural uses*
(ii) Forestry and *conservation uses*;
(iii) Passive recreational uses such as active transportation trails and nature interpretation centres; and
(iv) Existing uses in accordance with the land use designation for the lands that are identified as *Mineral Aggregate Resources* are permitted.

(c) Licensed *mineral aggregate operation*s may extract resources, refine process, blend raw aggregate materials and may also utilize recycled aggregate material in conjunction with processing activities in order to produce semi-finished or finished goods. Other uses associated with an operation such as asphalt plants, ready mix concrete plants and aggregate transfer stations are also permitted.

**new from Josh added 11/04/2024

2.3.4. Policies

2.3.4.1 Mineral Aggregate Resources

a. The location of known deposits of potential aggregate resource areas is shown on Schedule 'E3' to this Plan. The long-term protection of known high quality resources shall take precedence, wherever possible, over any use that would preclude the extraction of such resources, or which would be incompatible for reasons of public health, public safety or environmental impact.

b. Updates to Schedule 'E3' of this Plan based on new mineral aggregate resource mapping from the Province ~~and Region~~ will not require an amendment to this Plan.

c. Proposed new development in areas located on, or within 300 metres (sand and gravel) or 500 metres (bedrock) of known *deposits of mineral aggregate resources*, which would preclude or hinder the establishment of new *mineral aggregate operations* or access to the resources, is not permitted, except where it can be demonstrated by the applicant that:

i. resource use would not be feasible;

ii. the proposed land use or development serves a greater long-term public interest;

iii. issues of public health, public safety and environmental impacts are addressed; and

iv. it does not adversely affect the availability of *mineral aggregate resources* in adjacent areas.

2.3.4.2 Mineral Aggregate Operations

a. It is recognized that the Ministry of Natural Resources licenses and regulates *mineral aggregate operations* under the *Aggregate Resources Act*. It is the intent of this Plan to ensure that there is open consultation between the appropriate Provincial Ministries and agencies, the proponent of a *mineral aggregate operation*, the Region, the Town and the Niagara Peninsula Conservation Authority before licenses are issued or modified.

b. Extractive operations which are located within the jurisdiction of the Niagara Escarpment Plan shall be subject to all of the applicable policies and regulations of that Plan.

c. *Mineral aggregate operations* shall be protected from *development* that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

d. Proposed new development or other activities in areas located within 500 metres (sand and gravel) and 1000 metres (bedrock) of existing *mineral aggregate operations* is not permitted, unless it can be demonstrated by the applicant that satisfactory mitigation measures can be put in place to ensure that the ongoing operation or expansion of the existing *mineral aggregate operation* will not be hindered. The cost and responsibility for any required mitigation measures shall be borne by the applicant.

e. Existing licensed *mineral aggregate operation*s shall be permitted to continue without the need for an Official Plan Amendment, Zoning By-law amendment or Development Permit under the *Planning Act.* Where the *Aggregate Resources Act* applies, only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing *mineral aggregate operations*.

f. When a license for extraction or operation ceases to exist, *Sections* 2.3.4.1(c) and 2.3.4.2(e) continue to apply where deposits are still present.

~~Proposed new development or other activities in areas located within 500 metres (sand and gravel) and 1000 metres (bedrock) of existing mineral aggregate operations is not permitted, unless it can be demonstrated by the applicant that satisfactory mitigation measures can be put in place to ensure that the ongoing operation or expansion of the existing mineral aggregate operation will not be hindered. The cost and responsibility for any required mitigation measures shall be borne by the applicant.~~

~~Existing licensed mineral aggregate operations, shall be permitted to continue without the need for an official plan amendment, zoning by-law amendment or other approval under the Planning Act. When a license for a mineral aggregate operation ceases to exist, policies which protect deposits of mineral aggregate resources will continue to apply where deposits are still present.~~

e. The Town will consider applications for a *mineral aggregate operation* within the *deposits of mineral aggregate resources*, which are identified on Schedule E3~~XXXX~~, and outside known *deposits of mineral aggregate resources* where the applicant has demonstrated that there are a sufficient quantity and quality of resources to warrant extraction.

f. Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere.

a. All new *mineral aggregate operations* and/or expansions to existing *mineral aggregate operations* onto lands that are not designated *as Licensed Pits and Quarries* shall require an amendment to the Official Plan and Zoning By-law ~~and the Regional Official Plan~~. Such applications shall require a pre-consultation meeting with Staff and the submission of supporting material and studies, in accordance with Section 9.17 of this Plan. The supporting materials shall be prepared by a qualified professional based on clear, reasonable and attainable standards and guidelines, and will be consistent with the reporting standards under the Aggregate Resources Act, where appropriate. Such applications shall consider the following:

    i. Detailed site development plan(s) prepared to *Aggregate Resources Act* standards which includes, but is not limited to:

- A progressive rehabilitation plan which recognizes the interim nature of resource extraction and identifies how future land uses will be accommodated. Rehabilitation plans in the *Specialty Crop ~~Policy~~ Area* and *Prime Agricultural Areas* must conform to the policies found in Section 2.1.4~~X.X.X.X.~~ of this Plan;
- The location, topography, contours, dimensions and size of the property proposed for a *mineral aggregate operation*, as well as the extent of adjacent property which may be intended for future *mineral aggregate operations*;
- The existing use of all land and the location and use of all buildings and structures within a distance of 120 metres from the land proposed for mineral aggregate extraction;
- The location, height, dimensions of all buildings or structures existing or proposed to be erected on the site; The location, quality and estimated quantity of *mineral aggregate resources*;
- Existing and anticipated final grades of excavation setbacks within the site;
- Surface water diversion, storage and drainage provisions;
- All entrances, exi~~s~~ts and proposed routes to be used by associated transport;
- Proposed tree screening and berming, progressive and ultimate internal road plan, locations of stockpiles for overburden stripping and mineral resources, progressive and ultimate rehabilitation plans and intended use of the lands after the extractive operations have ceased; and
- Other information as the Region and Town may determine through pre-consultation.

ii. A Planning justification report addressing and summarizing conformity with matters required under the ~~Regional and Town~~ Official Plan ~~s~~ and Provincial policies. The Planning justification report will include consideration of social, environmental and economic impacts based on predictable, measurable, significant, objective effects caused by factors such as, without limitation, noise, dust, traffic levels and vibration. The assessment will be informed by other studies as required under this Plan and be based on Provincial standards, regulations and guidelines. The assessment will consider and identify methods of addressing the anticipated impacts in the area affected by the extractive operation;

iii. Traffic and haul route impact study demonstrating that any additional traffic and/or road improvements will not have unacceptable impacts on the safe, efficient use and planned function of the road network or adjacent land uses, cultural landscapes, or lands within a *Natural Heritage Area* designation;

iv. An Archaeological Assessment and Heritage Impact Assessment in accordance with Section 8.2.3(m~~e~~);

v. A water resources study that demonstrates how potential negative impacts to ~~surface groundwater~~, surface and/or ~~/~~groundwater interaction, and impacts ~~and~~to ~~adjoining~~ private wells in proximity will be minimized. Where extraction is proposed below the water table, applicants shall demonstrate how impacts on both water quality and quantity are avoided first and mitigated where avoidance is not possible.;

vi. A noise and vibration study;

vii. Assessment of potential impacts to air quality and recommended measures to minimize such impacts;

viii. Public consultation strategy;

ix. Comprehensive summary of monitoring requirements, recommended in any of the above mentioned studies addressing purpose, timing, frequency, responsible party or agency and reporting requirements; and

x. Agricultural impact assessment.

b. In considering an application for an amendment pursuant to Section 2.3.4(e~~f~~), the following will be evaluated:

i. Compatibility with adjacent, existing and planned land uses with respect to noise, dust, blasting, vibration and truck traffic;

ii. Potential impacts on the natural environment, including measures required to minimize or avoid adverse impacts;

iii. Potential impacts on the quality and quantity of surface and groundwater systems;

iv. Potential impacts on surrounding agricultural operations and lands, including measures to mitigate these impacts;

v. Potential impacts on the *transportation system* which will require truck routes and points of site access to be established;

vi. The manner in which the mineral aggregate resource extraction and processing operations will be carried out including hours of operation;

2.3.4.3 Expansions and New Mineral Aggregate Operations in Prime Agricultural Areas

a) In *prime agricultural areas*, on *prime agricultural land*, extraction of *mineral aggregate resources* is permitted as an interim use provided that:

i. An agricultural impact assessment or equivalent analysis is undertaken to identify how impacts to the agricultural lands can be minimized and mitigated where no alternative is possible, and

ii. the site will be rehabilitated back to an *agricultural condition*.

b) Complete rehabilitation of a *mineral aggregate operation* to an *agricultural condition* as identified in Section 2.3.4.3.(a) is not required if:

i. the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and

ii. agricultural rehabilitation in remaining areas is maximized.

2.3.4.4 Expansions and New Mineral Aggregate Operations in the Specialty Agricultural Area

a. Policies for the extraction of *mineral aggregate resources* within the Specialty Agricultural Area are subject to the policies within the Greenbelt Plan along with other policies of this Plan.

b. Notwithstanding any provisions of this Plan, all *mineral aggregate operations* and *wayside pits and quarries* within the specialty crop area identified on Schedule 2 of the Greenbelt Plan as the Niagara Tender Fruit and Grape Area are subject to the following requirements:

   i. No new *mineral aggregate operation*, *wayside pits and quarries* or any ancillary or accessory use thereto shall be permitted between Lake Ontario and the Niagara Escarpment Plan Area;

   ii. A new *mineral aggregate operation* or *wayside pits and quarries* shall only be permitted in the parts of the Niagara Peninsula Tender Fruit and Grape Area not identified in 2.3.4.4(b)(i) where the applicant demonstrates the following:

      1. The physical characteristics of the proposed site allow for the rehabilitation of the property back to an *agricultural condition*, which allows for restoration of substantially the same areas and same average soil capability for agriculture, the same range and productivity of specialty crops common in the area to be achieved, and allows for the microclimate which the site and surrounding area may be dependent for specialty crop production to be maintained;

      2. If the physical characteristics of the proposed site will not allow for the rehabilitation of the property back to an *agricultural condition*, which allows for the same range and productivity of specialty crops common in the area, and will not allow for the microclimate on which the site and surrounding area may be dependent for specialty crop production to be maintained, the applicant shall consider alternative locations. The consideration of other alternatives shall include resources in areas of Canada Land Inventory Class 4 through 7 lands, resources on lands identified as *designated growth areas*, and resources on *prime agricultural lands* shall be protected in this order of priority: *specialty crop areas*, Canada Land Inventory Class 1, 2, and 3 lands; and

      3. Where other alternatives have been considered by the applicant and found unsuitable, and in situations where complete agricultural rehabilitation in the *specialty crop area* is not possible due to the depth of planned extraction or a substantial aggregate deposit below the water table warranting extraction, agricultural rehabilitation in the remaining licensed area shall be maximized as a first priority to allow production of specialty crops.

c. ~~New or x~~Expanded *mineral aggregate operations* may be permitted in the Specialty Agricultural policy area provided that it does not occur in the following key natural heritage features and key hydrologic features:
    i. Significant *wetlands*;
    ii. *Habitat of endangered species and threatened species*; and
    iii. Significant woodlands, unless the woodland is occupied by young plantation or early successional habitat (as defined by the Ministry of Natural Resources and Forestry).

d. Applications for new *mineral aggregate operations* in the Specialty Agricultural area shall be required to demonstrate the following where applicable:
    i. How the connectivity between key natural heritage features and key hydrologic features will be maintained before, during and after the extraction of mineral aggregates;
    ii. How the operator could replace key natural heritage features and key hydrologic features that would be lost from the site with equivalent features on another part of the site or on *adjacent lands*;
    iii. How the Water Resource System will be protected or enhanced; and
    iv. How any key natural heritage features and key hydrologic features and their associated *vegetation protection zones* not identified in section 2.3.4.4 (a), will be addressed in accordance with sections 4.3.2.6 (b), (c) and 4.3.2.7 (c);

e. In addition to the requirements provided in Section 2.3.4.2~~x.x.x.~~ of this plan, the final rehabilitation plan for new *mineral aggregate operations* in the ~~n~~atural h~~H~~eritage s~~S~~ystem shall meet these additional policies:
    i. Where there is no extraction below the water table, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35 per cent of the land subject to each license in the *natural heritage system*, is to be rehabilitated to forest cover, which shall be representative of the natural *ecosystem* in that particular setting or ecodistrict. If the site is also in a *prime agricultural area*, the remainder of the land subject to the license is to be rehabilitated back to an *agricultural condition*;
    ii. Where there is extraction below the water table, no less than 35 per cent of the non-aquatic portion of the land subject to each license in the *natural heritage system* is to be rehabilitated to forest cover, which shall be representative of the natural *ecosystem* in that particular setting or ecodistrict. If the site is also in a *prime agricultural area*, the remainder of the land subject to the license is to be rehabilitated in accordance with section 4~~2~~.5.4 of the Provincial Planning Statement; and
    iii. Rehabilitation shall be implemented so that the connectivity of the key natural heritage features and the key hydrologic features on the site and on *adjacent lands* shall be maintained or enhanced.

2.3.4.5 Haul Routes and Aggregate Truck Traffic

a) Mineral aggregate truck traffic shall be directed away from *settlement areas* to the maximum extent feasible and make use of existing Provincial and Regional road networks. Local road networks should be used as local access routes only. In general, each *mineral aggregate operation* should have a defined haul route.

b) Applications to permit a *mineral aggregate operation* shall demonstrate how adverse impacts associated with mineral aggregate truck traffic will be mitigated and shall consider:

   i. options for delivery of resources to the market, including alternative modes of transportation and alternative routes;

   ii. impacts on the road network and potential mitigation measures;

   iii. safety mitigation measures in all circumstances, with particular attention required where mineral aggregate truck traffic has the potential to mix with residential traffic, school buses, agricultural vehicles, pedestrians, cyclists, and other sensitive road users and;

   iv. social and environmental impacts and any mitigation measures.

c) The Town may require applicants to enter into Haul Route Agreements as part of the process to permit a *mineral aggregate operation* to:

   i. ensure haul routes are defined and utilized;

   ii. secure for improvements and additional maintenance in accordance with the ARA; and

   iii. to outline the formula for the method of payment by a licence-holder, where required. Improvements required to a Regional or Local road due to a new or expanded *mineral aggregate operation* shall not be at the public expense.

d) Haul routes for existing *mineral aggregate operations* are not currently strictly defined. As haul routes for new *mineral aggregate operations* are established, the Region will prepare and maintain a map indicating approved haul routes as an Appendix to this Plan.

e) Over time there may be changes that provide opportunities for more suitable haul routes, such as haulage patterns, highway and road improvements, measures to manage dust, and changes in municipal development patterns. Changes to defined haul routes may be permitted through a formal amendment to Haul Route Agreements and shall not require an amendment to this Plan.

f) *Mineral aggregate resources* are generally transported using trucks to access the market. The Town also encouragaes and supports opportunities for alternative ways to transport *mineral aggregate resources* to the market, including the use of railways where applicable.

2.3.4.6 ~~Haul Routes and Aggregate Truck Traffic~~Temporary General Policies

a) *Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts shall be permitted, without the need for an official plan*

amendment, rezoning, or development permit under the Planning Act in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

b. The implementing Zoning By-law shall place all licensed aggregate operations in a zone that permits quarries and sand and gravel extraction operations. The Implementing Zoning By-law may contain setbacks for extraction operations from adjoining properties designated for residential use by the Plan, municipal rights-of-way and property boundaries.

c. Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

d. *Excess soil* from a *mineral aggregate operation* should be reused on-site or locally to the maximum extent possible. A plan for the reuse of *excess soil*, meeting Provincial requirements shall be prepared as part of the *Planning Act* application process.

2.4 NATURAL ENVIRONMENT AREA moved to 4.2
2.5 NATURAL HERITAGE SYSTEM moved to 4.3

2.4. NIAGARA ESCARPMENT PLAN AREA

2.4.1 Introduction

The Province of Ontario, through the Niagara Escarpment Planning and Development Act, provides for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment. Within the Niagara Escarpment Plan Area, development~~,~~ (as defined in the Niagara Escarpment Planning and Development Act) is to be compatible with the natural environment in accordance with the Niagara Escarpment Plan. Municipal zoning regulations do not apply to lands in Development Control areas under the jurisdiction of the Niagara Escarpment Plan. Instead, a development permit is required from the Niagara Escarpment Commission (NEC) for all development not specifically exempted.

Pursuant to the Niagara Escarpment Planning and Development Act, the Niagara Escarpment Plan prevails over any local Official Plan or Zoning By-law where conflicts occur between them. Where policies in this Official Plan are more rigorous or restrictive than the Niagara Escarpment Plan, they are considered not to be in conflict with the Niagara Escarpment Plan and continue to apply.

Farm diversification uses within the Niagara Escarpment Plan Area must also comply with the policies of the Niagara Escarpment Plan ~~and the Niagara Regional Official Plan~~.

2.4.2 Objectives

(a) To provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment.

(b) To ensure that all new development is compatible with the natural environment.

2.4.3 Policies

(a) The Niagara Escarpment Plan, as amended from time to time, prescribes designations, policies and development criteria to regulate the use of land within the Niagara Escarpment Plan Area within the Town. The outer boundary of the Niagara Escarpment Plan Area is fixed ~~and inflexible~~ and shall only be changed by an amendment to the Niagara Escarpment Plan. The Niagara Escarpment Plan Area within the Town is shown on Schedule '~~-~~A'.

(b) ~~The Niagara Regional Official Plan which has been amended to incorporate the Niagara Escarpment Plan contains land use designations and policies affecting lands within the Niagara Escarpment Plan Area. Where the Regional Official Plan policies are more stringent than those in the Niagara Escarpment Plan they shall take precedence unless doing so would conflict with the Niagara Escarpment Plan.~~

(c) Development within the Niagara Escarpment Development Control Area is regulated by the Niagara Escarpment Commission through the issuance of development permits.

(d) Within the Niagara Escarpment Plan Area, development includes a change in the use of any land, building or structure.

(e) In the review of development proposals within the Niagara Escarpment Plan Area, the Town shall apply the policies of the Niagara Escarpment Plan, ~~the Niagara Regional Official Plan~~ as well as the policies of this Plan. Where the policies of this Plan are more stringent than those in the Niagara Escarpment Plan ~~or Niagara Regional Official Plan,~~ they shall take precedence unless doing so would conflict with the Niagara Escarpment Plan.

(f) Notwithstanding Schedule 'D', new roads and road improvements within the Niagara Escarpment Plan Area shall be in harmony with the Escarpment landscape. The objective is to design and locate new and expanded transportation facilities to minimize the impact on the Escarpment environment and the natural and agricultural landscape. Any development shall comply with the objectives, policies and development criteria of the Niagara Escarpment Plan.

(g) The Niagara Escarpment Plan contains policies and a framework for the Niagara Escarpment Parks and Open Space System that stretches the length of the Escarpment. The Bruce Trail, Ball's Falls, Mountainview, Louth and Rockway

Conservation Areas and the Cave Springs lands are an integral part of the Niagara Escarpment Parks and Open Space System within the Town. It shall be the policy of the Town to support the development of the Niagara Escarpment Parks and Open Space System in this area.

2.4.4 Special Policy Area

Lands located within the Urban Area and identified as Niagara Escarpment Plan Urban Area on Schedule 'A2', located south of Hillside Drive, are currently in Development Control and therefore the Town of Lincoln Zoning By-law does not apply.

Residential and Institutional Uses shall be permitted on these lands, subject to the Residential Development Policies contained in Section 3.1.5 and Institutional Policies contained in Section 3.1.10, excluding the requirement for a Zoning By-law Amendment.

All development on these lands shall require a development permit from the Niagara Escarpment Commission unless specifically exempted by regulation under the Niagara Escarpment Planning and Development Act. No other permits, including building permits, may be issued unless a development permit has been issued from the Niagara Escarpment Commission.

PART 3
URBAN AREA LAND USE POLICIES

3.1. RESIDENTIAL

3.1.1. Introduction

The Residential designation represents existing stable neighbourhoods where the predominant land use is residential, with housing types and densities directed in accordance with the policies of this section, specific residential land use designations on Schedules 'A' and 'B' and the more specific policies applicable to specific neighbourhoods in the Town.

3.1.2. Objectives

(a) To provide a greater mix of housing types, densities, and design ~~and tenure~~, including an increase in the range of options for *affordable* and *attainable* *housing* to meet projected demographic and market requirements of future and current residents at all stages of life.

(b) To protect, maintain and enhance the *character* of existing residential areas.

(c) To promote opportunities for *intensification* and *redevelopment* in appropriate locations which efficiently utilize land, resources, and *infrastructure*. ~~.~~

(d) To promote higher density, *transit supportive* and mixed~~ -~~use *development* and *redevelopment* in appropriate locations.

(e) To promote residential areas which are accessible to all and accommodate the needs of pedestrians as well as other modes of transportation including walking, cycling, automobile and transit.

(f) To encourage high quality design.

3.1.3. Permitted Uses

The use of land designated Residential shall be for all housing types ~~dwellings of all types~~, including low, medium and high ~~density housing types~~densities as well as special residential uses such as nursing homes, homes for the aged and retirement homes. Uses that are deemed necessary to serve the needs of neighbourhood residents and which are compatible with surrounding residential uses may also be permitted. Such uses include but are not limited to:

(a) Bed and breakfast establishments;

(b) ~~Group homes~~Home for Special Care;

(c) Home ~~occupations~~ based business;

(d) Institutional uses including elementary and secondary schools, community facilities, churches and places of worship and day-care centres;

(e) Neighbourhood commercial uses;

(f) Parks and open space; and

(a) Accessory buildings and structures
(b) Additional residential units.

3.1.4. General Policies

(a) While low density housing will continue to dominate the *character* and identity of the existing Town residential neighbourhoods, various types of medium and high density accommodation will be considered in accordance with the land use designations on Schedules 'A' and 'B' and the policies in this Plan. In providing for medium and high density *development*, housing types will be arranged in a compatible form of building heights and densities according to the policies of this Section and the applicable Secondary Plan policies.

(b) Secondary Plans have been prepared for areas undergoing major *development*, *redevelopment* and where any major *development* proposal would have the effect of substantially altering the pattern of land use in a particular area. The Secondary Plans establish more specific policies which are applicable to specific neighbourhoods in the Town and are outlined in Section 3.1.5.

(c) In established Residential areas, which are relatively, stable and where the potential for new *development* or *redevelopment* is limited, the building designs, building heights and densities of proposals will be consistent with the *character* and identity of surrounding residential lands.

(d) In the *development* of new residential areas and in the *redevelopment* of established areas, the Town will require the following in order to achieve high standards of residential amenity:

(i) The provision and maintenance of adequate off-street parking for the *development*;
(ii) The provision, improvement and/or maintenance of on-site trees and landscaping areas, functional outdoor common amenity areas, and ~~,~~ parks and recreational areas, in accordance with Town standards, as may be modified from time to time; and
(iii) The provision and maintenance of adequate separation distances and the placement of *buffer* features between residential uses of differing densities as well as other land uses.

(e) Developments in the Urban Area which are not accessible to municipal services, within the Town program of service expansion, or cannot be readily serviced, will be considered premature and of low priority.

(f) Lands designated Residential by this Plan are subject to the Phasing of Development policies established in Section 7.1.10 of this Plan and, therefore, such policies must be considered in the review of any *development* proposals.

(g) The schools, parks and other neighbourhood facilities should be adequate to serve the increased residential population resulting from the proposal.

(h) Water, sanitary and storm services shall be adequate to accommodate increased residential densities.

(i) In considering new residential *development*, the building design, density, height and orientation of buildings, shadowing and site lines, open space, landscaping, buffering, parking and access, shall be considered with regard to the relationship of the proposed *development* to the existing land uses in the vicinity to ensure compatibility.

(j) Innovative forms of housing will be considered based upon the policies of this Plan.

(k) Established non-residential uses that are located in the residential area may be recognized in the Zoning By-law, provided that they are not detrimental to the residential neighbourhood. In determining if the non-residential use should be permitted or allowed to expand, the Town shall be guided by the criteria of Section 9.15 - Non-Conforming Uses, of this Plan.

~~(m)~~(k) In considering new residential development and *residential intensification*, it is recommended that universal design standards are considered to meet housing needs at all stages of life.

(l) The Town, in considering an application for the demolition or conversion of rental accommodation to condominium ownership, will have regard to:

(i) The average rental vacancy rate within the Town is at or above the 3% vacancy rate guideline of the Region ~~al Official Plan~~ over the preceding three year period; and

(ii) The effect of the conversion would result in the creation~~upon the supply~~ of *affordable* ~~rental~~ housing ~~and the vacancy rate~~ or the replacement of the same or higher number of rental units; or

(iii); the conversion is needed to address existing health and safety issues through retrofits and renovations, which would result in an increase in rental levels above the threshold for affordability; and

(iv) Compliance with the Zoning By-law; and

(v)~~(iv)~~ The quality and condition of the housing stock and its compliance with the Ontario Building Code.

3.1.4.1. Affordable and Attainable Housing Policies

~~(m)~~ (a) The Town will endeavour to increase the supply of housing, including *affordable* and *attainable* *housing* throughout urban areas through better use of existing resources, buildings and serviced sites to accommodate its housing needs. This is to be achieved in part by:

(i) Supporting ~~Permitting~~ *residential intensification* through the provision of ~~*secondary residential units*~~ *Additional Residential Units* within ~~existing~~ dwellings;

(ii) Ensuring that the Town's Official Plan contains policies that align with the Region's Housing and Homelessness Action Plan, as amended,

(ii) Maintaining the existing land use permissions pertaining to density in accordance with the Zoning By-law;

(iii) Encouraging residential units as an integral part of commercial *developments*;

(iv) Encouraging multiple unit *redevelopment* next to and within the Central Business Districts;

(v) Establishing targets for overall housing mix by density type and affordability;

(vi) Planning for a higher proportion of medium and high density *development* in the *Protected Major Transit Station Area*, as identified on Schedule 'C', Ontario Street Intensification Corridor and the Prudhommes Urban area; and

(vii) Supporting Niagara Region Smarter Niagara Incentive Program.

(viii) Advocate with Provincial and Federal governments and agencies, including the Canada Mortgage and Housing Corporation, to advocate for sustained Provincial and Federal funding that:

i. Promotes the development of *residential intensification*, brownfield redevelopment, and *affordable* and *attainable housing* options including purpose-built rental units;

ii. Supports energy efficiency and *sustainable* housing design for new and existing residential units.

(b) The Town will aim to increase the supply of *affordable* housing in Lincoln to help address local needs and support the creation of a complete community. ~~support of Niagara Region's overall minimum affordable housing targets of 20% of all new rental housing and 10% of all new ownership housing. The following tools and measures will be considered to support the development of affordable and attainable housing:~~

The following tools will be considered to support the development of *affordable* and *attainable housing*:

(i) The Town will encourage that 10% of all new ownership housing and 30% of all new rental housing in Lincoln be *affordable*;

(ii)Cultivate and maintain strong relationships with the Region, senior levels of government, the private sector, the development industry, community partners, and not-for-profit sectors to increase *affordable* and purpose-built rental options;

(i) Streamlining of planning approvals for the development of *affordable* housing, *attainable housing*, and community housing, with a priority for developments receiving time-sensitive government funding;

Delegated authority for development proposals which meet the criteria in accordance with Policy 9.21 (d) of this Plan;

The Town will work with the Region to identify opportunities for partnership and potential financial incentive programs to promote *affordable* housing options, including purpose-built rental housing; and

(ii) The inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes.

The Town will consult with all levels of government and government agencies to:

- *Identify surplus lands and/or buildings that may be suitable for affordable and attainable housing development,*
- *Prioritize the sale of suitable surplus municipal property for the development of affordable and attainable housing*
- *Identify brownfield and greyfield sites, including underutilized commercial sites or strip plazas, outside employment areas for mixed-use residential intensification and affordable housing development.*

3.1.5. Residential Development Policies

The Residential designation permits a wide range of housing styles and densities. In this Plan, housing type and density will be guided by land use designation on Schedules 'A' and 'B' and the following policies and will be implemented through zoning. Planning applications to establish certain housing types are to be guided by the following policies on low, medium and high density residential uses.

Existing residential *development* has been designated as Residential on Schedules 'A' and 'B'. Vacant residential lands have been designated as Low Density Residential, Medium Density Residential or High Density Residential in accordance with Schedule 'A' and the Secondary Plan Schedule 'B'.

3.1.5.1. Low Density Residential

(a) Low Density Residential uses shall include single detached dwellings, semi-detached dwellings, duplexes and townhouses.

(b) Low density residential uses shall have a minimum *net density* of 10 units per hectare and a maximum *net density* of 25 units per hectare.

(c) *Development* proposals for new Low Density Residential *development* shall conform to the urban design policies in Section 8.6.

(d) 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.

3.1.5.2. Medium Density Residential

(a) Medium Density Residential uses shall include block townhouses, street townhouses, low-rise apartments and other forms of multi-unit residential uses.

(b) Medium Density Residential uses shall have a minimum *net density* of 25 units per hectare and a maximum *net density* of 60 units per hectare.

(c) Medium Density Residential uses shall not exceed a height of 3 storeys, unless a higher height is permitted in the Zoning By-law. ~~an approved Secondary Plan.~~

(d) *Development* proposals for new Medium Density Residential *development* shall conform to the urban design policies in Section 8.6.

(e) All new Medium Density Residential *development* shall ensure that adequate parks facilities are provided to serve the residents in a manner that is appropriate to the local context, which may include, but are not limited to, the dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS), and/or functional outdoor common amenity areas, to be developed in accordance with Town parkland standards, as may be modified from time to time.

(f) All new Medium Density Residential *development* shall be subject to site plan control in accordance with the policies in Section 9.11.

(g) Notwithstanding the height and density requirements of Section 3.1.5.2 of the Official Plan, a 4-storey apartment building with a density of 82 units per hectare is permitted on lands known municipally as 3998 Victoria Avenue.

3.1.5.3. High Density Residential

(a) High Density Residential uses shall include townhouses, apartments and other forms of multi-unit residential uses.

(b) High Density Residential uses shall have a minimum *net density* of 50 units per hectare and a maximum density of net ~~120~~ 160 units per hectare, unless a higher density is permitted in an approved Secondary Plan.

~~High Density Residential uses shall not exceed a height of 6 storeys, unless a higher height is permitted in an approved Secondary Plan.~~

(c) *Development* proposals for new High Density Residential *development* shall ~~conform~~be designed to:

(i) Provide adequate indoor and outdoor amenity space on site to accommodate parks and recreational needs in a manner that is appropriate to the local context, which may include, but is not limited to, the dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) with urban square or parkette features, and/or functional indoor and outdoor common amenity areas, to be developed in accordance with Town standards as needed, as may be modified from time to time.

(ii) Provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces, such as amenity spaces and grade-related dwelling units with front stoops and porches that take direct access from public sidewalks; and

(iii) Conform to the urban design policies in Section 8.6.

(e) All new residential *development* within the High Density residential designation shall be subject to site plan control in accordance with the policies in Section 9.11.

3.1.6. ~~Secondary~~ Additional Residential Units

To increase the supply of ground-related and rental housing, allow flexibility for multi-generational living, increase opportunities for *affordable* housing and provide gentle *intensification*, *Additional Residential Units* shall be permitted within the Urban Area subject to conformity with the following:

(a) Where one single-detached dwelling, semi-detached dwelling, or townhouse unit is permitted on a parcel of urban residential land by this Official Plan, up to two *Additional Residential Units* may be permitted, subject to all of the following:

(i) A maximum of two *Additional Residential Units* may be permitted in addition to the principal unit, for a total of three residential units;

(ii) In all cases a maximum of one *Additional Residential Unit* may be located within a detached accessory structure that is ancillary to the principal dwelling unit on the lot;

(iii) Where a parcel of urban residential land has an existing *garden suite*, a maximum of one *Additional Residential Unit* may be permitted, only within the principal building;

(iv) The *Additional Residential Unit(s)* must be located on the same lot as the principal dwelling unit and must be subordinate in scale and function to the principal dwelling unit;

(v) The *Additional Residential Unit(s)* must be compatible in design and scale with the *built form* on the lot and with neighbouring residential properties in terms of massing, height, and visual appearance from the public street;

(vi)

(vii) An *Additional Residential Unit(s)* shall not be located on lands identified as hazard lands or as being within the regulatory flood plain, unless where specifically permitted by the Conservation Authority;

(viii) Adequate water supply and wastewater treatment must be available to accommodate the *Additional Residential Unit(s)*;

(ix) An *Additional Residential Unit(s)* must have no adverse effect on stormwater management systems and on site drainage as demonstrated through a grading plan; and

(x) Both the principal dwelling unit and the *Additional Residential Unit(s)* shall be in compliance with the following:

a. Building Code;
b. Fire Code;
c. Safe access to an *Additional Residential Unit(s)* must be ensured by meeting fire and emergency service requirements;
d. Provisions for *Additional Residential Units* as outlined in the Town's Zoning By-law; and
e. Any other applicable legislation.

(b) In no case shall the *Additional Residential Unit(s)* be subdivided or severed from the original lot on which it was constructed.

(c) *Additional Residential Units* shall not be subject to the density provisions of this Plan. However, the potential for *Additional Residential Units* shall be accounted for in the planning of new communities including *infrastructure* and community services capacity. Where appropriate, *Additional Residential Units* shall be encouraged to be created through the subdivision approval and construction process.

~~Within the Residential designation, one Secondary Residential Unit may be permitted within a single detached dwelling, semi-detached dwelling or townhouse dwelling if no building or structure accessory to the single detached dwelling, semi-detached dwelling or townhouse dwelling contains a secondary residential unit. One Secondary Residential Unit is also permitted in a structure taccessory to a single detached dwelling, semi-detached dwelling or townhouse dwelling provided the single detached dwelling, semi-detached dwelling or townhouse dwelling does not already contain a Secondary Residential Unit.;.;.. Provisions for *Secondary Residential Units* shall be outlined in the Zoning By-law.;.~~

3.1.7. Bed and Breakfast Establishments

Bed and breakfast establishments are permitted in the Residential designation in accordance with the policies of Section 9.14.

3.1.8. ~~Group Homes~~Home for Special Care

~~Group homes~~Homes for Special Care are permitted in the Residential designation in accordance with the policies of Section 9.12.

3.1.9. Home ~~Occupations~~Based Business

Home ~~occupations~~ based business are permitted in the Residential designation in accordance with the policies of Section 9.13.

3.1.10. Institutional Uses

(a) *Institutional uses* may be permitted in the Residential designation subject to a Zoning By-law Amendment, provided:

(i) The use can easily be accessed by pedestrians;
(ii) The use is located on a site that has adequate land area to incorporate required parking, waste management facilities, landscaping and buffering on-site; and
(iii) The scale, massing and sitting of the *development* is compatible and consistent with *development* on adjoining lands.

(b) The *development* of *institutional uses* shall conform to the urban design policies in Section 8.6.

(c) All *institutional uses* shall be subject to site plan control in accordance with the policies in Section 9.11.

3.1.11. Neighbourhood Commercial Uses

(a) Neighbourhood Commercial uses shall be limited to convenience type commercial uses that provide for the daily needs of nearby residents. Permitted uses may include retail uses, medical and dental clinics, convenience stores, daycare centres, eating establishments, office uses, and personal service uses.

(b) Individual Neighbourhood Commercial uses shall not exceed what is permitted in the Zoning By-law.~~235 square metres of retail or service area. The maximum overall floor area of a neighbourhood commercial *development* shall be 750 square metres~~.

(c) Neighbourhood Commercial uses may be permitted in the Residential designation subject to a Zoning By-law Amendment, provided:

(i) The use can easily be accessed by pedestrians;
(ii) The use is located on a site that has adequate land area to incorporate required parking, waste management facilities, landscaping and buffering on-site; and,

(iii) The scale, massing and sitting of the *development* is compatible and consistent with *development* on adjoining lands.

(d) Neighbourhood commercial uses may be permitted to locate within the main floor of multiple residential and apartment buildings, provided that the location and design of such uses are compatible with the main residential use and will conform to this section of the Plan. Zoning By-law Amendments passed in support of such a use may include site-specific regulations intended to limit the intensity of the use and maintain the *character* of the surrounding neighbourhood. It is intended that the uses permitted in accordance with this policy only serve the neighbourhood retail and service needs of the surrounding residential area or neighbourhood and therefore will be limited in floor area.

(e) The *development* of neighbourhood commercial uses shall conform to the urban design policies in Section 8.6

(f) The *development* of neighbourhood commercial uses shall be subject to site plan control in accordance with the policies in Section 9.11.

3.1.12. Parks and Open Space

(a) Parks and Open Space uses are permitted in the Residential designation in accordance with the policies of Section 3.6.

3.1.13. Residential Intensification

(a) In accordance with Provincial and Regional policies, the Town will accommodate at least 9040% of projected housing growth annually, comprised of 8,895 total forecasted units between 2021 to 2051, within the *designated growth areas* ~~existing *Built-up Area* as~~ as illustrated on the Land Use Schedules to this Plan.

(b) For the purpose of this Plan, *residential intensification* is defined as the *development* or *redevelopment* of existing vacant land or underutilized land within existing *urban areas* into building types that more efficiently use existing urban space and services.

(c) In reviewing *intensification* proposals, the Town will assess the density of such proposals relative to the *character* of the surrounding neighborhood and shall consider how the site and building design of the proposal and issues such as landscaping, traffic, servicing and parking have been addressed to integrate the *development* with the *character* of the existing neighbourhood and reduce impacts on adjacent properties.

(d) *Intensification* opportunities will be encouraged if proponents demonstrate to the satisfaction of the Town, through the provision of detailed site plans and elevation plans, that such proposals will be respectful of, compatible with and designed to be integrated with the existing *character* of the community or neighbourhood where they are proposed.

(e) In considering proposals for *residential intensification*, the following criteria are applicable within the Residential designation:

(i) This Plan identifies a number of areas that may be good candidates for *residential intensification* as shown on Schedules 'A' and 'B'. Those areas are designated as Medium Density Residential or High Density Residential on Schedules 'A' and 'B'. This does not preclude consideration of other sites in the Residential designation provided the *intensification* and *redevelopment* proposals achieve a unit density and housing type that is in keeping with the *character*, ~~density and building heights~~ of the neighbourhood where it is proposed;

(ii) Within stable residential neighbourhoods' *residential intensification* and *redevelopment* proposals shall generally maintain the unit density and unit type of the surrounding neighbourhood. ~~the unit density and unit type of the surrounding neighbourhood, but may through a Zoning By-law Amendment establish maximum net densities of between 5 and 15 units per hectare;~~

(iii) The *development* will be characterized by quality design and landscaping, will implement suitable building setbacks to preserve the existing *character* of the neighbourhood, shall meet current parking standards and meet or improve traffic movements so as not to negatively impact the surrounding neighbourhood from the perspectives of safety or neighbourhood *character*;

(iv) The creation of new freehold infill lots or vacant condominium developments through the consent process or condominium process, for ground-oriented units, may be permitted provided the proposed lot and unit type and building height is similar to and compatible with the established *character* of the street or neighbourhood where it is proposed; and

(v) The creation of *Additional Residential Units* ~~*Secondary Residential Units*~~ within residential neighbourhoods is considered an appropriate form of *residential intensification*. The establishment of *Additional Residential Units* ~~*Secondary Residential Units*~~ shall occur in accordance with Section 3.1.6.

(f) All *residential intensification* within the Residential designation shall conform to the urban design policies in Section 8.6.

(g) All *residential intensification* shall be subject to site plan control in accordance with the policies in Section 9.11.

3.1.14. Monitoring of Housing

In order to assess the effectiveness of the Residential policies which implement the Provincial Planning ~~Policy~~ Statement~~, the Provincial Growth Plan and the Regional Official Plan~~, the Town will conduct an annual review of the housing activity to provide information on the following topics:

(a) Residential building permit activity by type of unit;

(b) ~~Residential building permit activity within the *Built-up Area*~~;

(c) Residential building permit activity within the *Designated Growth* ~~*Greenfield*~~ *Area*;

(d) The location and distribution of the supply of vacant designated residential land within the Town;

(e) The number of draft approved and vacant registered lots;

(f) The creation of new residential units through *intensification*, infilling, conversions, *Additional Residential Units*, accessory ~~-~~apartments, etc.;

(g) Inventory of vacant housing sites, by type and location;

(h) The Town shall consult with the Region to obtain, if applicable, information on vacancy rates, supply of *affordable* rental and ownership housing units, and affordability thresholds to determine if Regional housing targets for affordability are being achieved; ~~and~~

(i) ~~(i)~~ Residential building permit activity within secondary plan areas to determine how they are meeting the identified targets; and

~~(i)~~(j) The results of the monitoring program will be reported to The Town on an annual basis and will be analyzed at the time of the five-year Official Plan review.

3.1.15. Secondary Plans

Secondary p~~P~~lans are prepared for the purpose of guiding *development* applications in specific *settlement areas* of the Town. The purpose of creating secondary plans is to achieve specific land use and *development* objectives including the design of *complete communities*. Secondary Plans may be prepared by the Town or be privately initiated.

Secondary plans should be prepared for:

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

(b) *Designated Growth Areas* ~~Built-up areas~~ undergoing major change, in particular:

(i) Areas with desirable characteristics or functions which should be promoted and enhanced;

(ii) Areas identified for *intensification*; and

(iii) Areas in need of revitalization, new investment and/or coordinated approach.

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

a) A diversity and mix of land uses;
b) A mix of *built form*;
c) High quality urban design and *public realm*;
d) Provision of parks and open space;
e) Appropriate refinement and implementation of the natural environment system;
f) Adequate provisions of *infrastructure*, including active transportation;

g) Planning approaches that support *sustainable* and resilient communities;
h) Co-location of *public service facilities* within *community hubs*, where appropriate, and adapting existing *public service facilities* and spcaeaces as a priority.

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 appropriatethe Region and Niagara Peninsula Conservation Authority where applicable, and approved by the Town. The terms of reference shall set out the project scope and required supporting technical studies.

The following secondary plans have been integrated with the Residential designation:

(a) Campden Secondary Plan;

(b) Prudhommes Secondary Plan;

(c) Jordan Secondary Plan; and

(d) Jordan Station Secondary Plan.; and

(e) Beamsville GO Transit Station Secondary Plan.

3.1.15.1. Campden Secondary Plan

3.1.15.1.1. General Policies

(a) The Secondary Plan has been produced in accordance with the Official Plan.

(b) Land use is divided into several categories with policies established for each category.

(c) The lands within the Secondary Plan are designated in accordance with Schedule 'B6'. The land use designation on Schedules 'A' and 'B' refines the general land use designations of the Official Plan.

(d) To provide an appropriate number of new residential units that will assist in sustaining the Campden community.

3.1.15.1.2. Residential

(a) The predominant use of the lands designated, as Residential on Schedule 'B6' shall be for single detached residential dwellings.

(b) *Secondary uses* which may be permitted include the following:

(i) Bed and breakfast establishments;
(ii) Group homesHome for Special Care;
(iii) Home occupations based business;

(iv) *Institutional uses* including elementary and secondary schools, community facilities, churches and places of worship and daycare centres; and
(v) Accessory buildings and structures.

(c) In recognition of the objective of this Plan to ensure that the rural *character* of the area is maintained, residential *development* shall primarily consist of larger than average lots as opposed to typical smaller lot urban residential *development*. To this end the minimum lot size shall generally be 42~~7~~5 square metres.

(d) The design of new *developments* including residential infilling, will ensure that the low-density large lot *character* of existing residential areas is maintained.

(e) Every effort will be made to protect residential *development* from the impact of noise, dust, odour, heavy traffic and other nuisances, which may be generated from incompatible land uses located within and outside of the Secondary Plan area. In this regard residential *development* shall incorporate appropriate mitigation measures and/or separation distances in the vicinity of existing and/or proposed industrial or commercial operations. Such measures or distances shall be determined by appropriate studies, carried out in accordance with Ministry of the Environment guidelines, addressing possible air emissions, odour, dust and noise impacts. Potential impacts specified for analysis will be the result of consultation between Town Staff, the developer and Regional Staff.

(f) Residential *development* at the agricultural *interface* shall employ appropriate mitigation measures to ensure land use compatibility, including the use of adequate separators, landscaping and fencing.

3.1.15.1.3. Commercial

(a) The need for additional commercial and retail services in the Secondary Plan area is limited due to the relatively small market area of the neighbourhood. Accordingly, no new lands have been designated for commercial purposes in the Plan Area.

(b) Proposals for the *redevelopment* of the former salvage yard shall be accompanied by a record of site condition, carried out in accordance with the Ministry of Environment and Climate Change Guidelines for the Use at Contaminated Sites in Ontario. This process shall identify the likelihood of contamination and the extent and nature of any contamination, as well as a remedial program to ensure that the site is restored prior to *development*. Should these lands be redeveloped for residential purposes, an amendment to the Secondary Plan will not be required. However, an amendment to the Zoning By-law will be required.

3.1.15.1.4. Institutional

(a) *Institutional uses* are permitted in the Residential designation and the policies of Section 3.1.10 apply to lands to be developed for institutional purposes.

3.1.15.1.5. Parks and Open Space

(a) The opportunity to create a neighbourhood park is restricted because of the limited area for *development* within the Secondary Plan area.

(b) The dedication of lands or the acceptance of cash-in-lieu of the land dedication as a result of *development* or *redevelopment* of land shall be in accordance with the provisions of Section 3.6 of this Plan.

3.1.15.1.6. Servicing and Transportation

(a) Existing and proposed *development* within the Secondary Plan Area shall be serviced with municipal sanitary sewer services in accordance with Municipal Policy.

(b) Easements to accommodate municipal services shall be granted as a condition of *development* approval.

(c) Easements to accommodate utilities shall be granted as a condition of *development* approval.

(d) The provision of ~~sewerage~~sanitary services, roads and other municipal services will be achieved with minimum costs to the Town.

(e) Existing and new *development* will be required to contribute to the costs of servicing in accordance with the charges established by the Town.

(f) In order to achieve the proper co-ordination of services and consistence in *development* standards, the orderly subdivision of land by way of plan of subdivision will be required throughout the Neighbourhood. Consents to sever land as an alternative to a registered plan of subdivision will be discouraged and will only be permitted for minor infilling when it is determined to the satisfaction off the Town that a plan of subdivision is not deemed necessary to adequately address the policies of this Plan and the provisions of The Planning Act.

(g) Municipal water is not intended to be provided. As a result, *development* will obtain water supply by individual cisterns.

(h) Stormwater shall be handled in an efficient, environmentally *sensitive* manner with respect to water quality and quantity in order to meet Provincial requirements. In this regard, storm water management will be in accordance with the master drainage plan.

(i) Water quality enhancement facilities (ponds) will form an integral part of the stormwater management system in order to treat storm water before entering the creek system.

(j) The cost of providing stormwater management systems, including land acquisition, shall be borne by benefiting developers.

(k) The road system required to serve the Secondary Plan area is shown on Schedule '~~B6~~'B6'. Minor changes to the road patterns will be permitted provided the general intent of the Secondary Plan is maintained.

(l) No increased road right-of-way widths beyond 20 metres are required to accommodate *development* within the Secondary Plan area. Where any proposed subdivision would preclude the *development* of a suitable system of interconnecting roadways, as outlined in this Plan, subdivision design modifications will be affected before *development* proceeds.

(m) Undeveloped areas should be developed in an orderly and progressive manner in order to ensure that the provision of sewers, roads and other municipal services are achieved with minimum municipal expenditure.

(n) The subdivision of land is predicated on the availability of suitable storm and sanitary sewer outlets and appropriate potable water supply.

3.1.15.2. Prudhommes Secondary Plan

3.1.15.2.1. Introduction

3.1.15.2.1.1 Purpose

(a) The purpose of the Prudhommes Secondary Plan (this 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.

3.1.15.2.1.2 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 'B1', B2', B3', B4', B5-1', B5-2', and 'B5-3' to this Secondary Plan.

3.1.15.2.1.3 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.

3.1.15.2.2. Vision and Objectives

3.1.15.2.2.1 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 ~~Twenty Valley Tourism~~ 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:

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

(iv) A height strategy that includes low-rise buildings at the east ~~and west ends~~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, ~~getting taller toward the middle of the Secondary Plan Area.~~ The tallest buildings will become landmarks, framing the views to Lake Ontario and Jordan Harbour;

(v) 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;

(vi) 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,

(vii) 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*.

3.1.15.2.2.2 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 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 the 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, an 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.

3.1.15.2.3 Growth Management

3.1.15.2.3.1 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 by site-specific Zoning By-law Amendment in accordance with Policy 3.1.15.2.12. 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.

3.1.15.2.3.2 Phasing Strategy

(a) Overall, this Secondary Plan Area is expected to accommodate substantial new development over the next 30~~20~~ years to 2051. It is estimated that approximately 6,000~~2,800~~ to up to 9,000 ~~6,300~~ 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:

(i) 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:

- The integration of new development within the planned community structure of this Secondary Plan, resulting in a contiguous, connected, and compact built ~~urban~~ form;
- The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner;

- The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing street network, including the interchanges with the QEW;
- The securement of natural features and the dedication of the designated Parks and Open Space lands into public ownership; and,
- The provision and adequacy of educational and recreational facilities and other community services.

(i) 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.

(c) 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.

(d) Comprehensive development within the Secondary Plan Area is subject to the resolution of existing development constraints, as identified on Schedules 'B5-1' and 'B5-2' and 'B5-3' - Constraints. 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.

3.1.15.2.4 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.

3.1.15.2.4.1 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 shall be 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) Require that new construction 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.

3.1.15.2.4.2 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.

3.1.15.2.4.3 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 and fenestration;
(v) Clear signage that delineates permitted use and speed; and,
(vi) Streetscape and building design that promotes ‘eyes on the street’.

3.1.15.2.4.4 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.

3.1.15.2.4.5 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 ~~occupations~~based business/industries;
(v) Small and medium-scale food retailers; and,
(vi) Local market space (i.e. a farmer's market).

3.1.15.2.4.6 Sustainability Certification

(a) Design, construction, and monitoring within the Secondary Plan Area should be evaluated in accordance with the EcoDistricts 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) ~~shall~~ 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* ~~shall~~ 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.

3.1.15.2.5 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 Appendix B. 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.

3.1.15.2.5.1 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.

3.1.15.2.5.1.1 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 ~~single-loaded~~ 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 shall 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.

3.1.15.2.5.1.2 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.

3.1.15.2.5.1.3 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 shall 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.

3.1.15.2.5.1.4 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 stepbacks. 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.

3.1.15.2.5.2 Design Guidelines for Buildings

3.1.15.2.5.2.1 Detached and Semi-Detached Dwellings

(a) Buildings must 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 shall include the following considerations:

(i) The flanking side elevation shall 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 set-backs

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 housing type;
(iv) Semi-detached dwellings shall 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.

3.1.15.2.5.2.2 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 shall be complimentary but shall 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 shall 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 shall 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 insetting 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* shall 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.

3.1.15.2.5.2.3 Live-Work Units

(a) Live-Work units introduce a flexible *built form* use 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

3.1.15.2.5.2.4 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 shall be avoided.

(d) Parking shall 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 shall 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

3.1.15.2.5.2.5 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 shall 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, stepbacks, and/or angular planes.

(e) Larger buildings should be articulated to avoid large expanses of uninterrupted blank walls. Grade level retail frontages shall 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 shall 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

3.1.15.2.5.2.6 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 stepback 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 shall be located in structure, where feasible.

Figure 19: Mid-rise Residential Buildings

Figure 20: Stepbacks are provided to create a consistent pedestrian scale 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.

3.1.15.2.5.2.7 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 ~~a maximum of 18~~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 shall 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 shall 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.

3.1.15.2.5.2.8 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 shall 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, shall 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.

3.1.15.2.5.2.9 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 shall 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 shall be oriented as far away as possible from adjacent residential and public areas; and,
(v) Integrated landscaping shall be provided around the *utility* building.

3.1.15.2.5.2.10 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.

3.1.15.2.5.2.11 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 shall 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 shall be complementary to the principal dwelling in terms of materials, character, and quality. *Additional Residential Units* ~~Secondary residential units~~ are permitted above lane-based garages in accordance with the provisions of 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 shall be designed to complement the principal dwelling. Driveways accessing rear yard garages shall be kept to a maximum single lane width. *Additional Residential Units* ~~Secondary 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, shall be encouraged to be faced with commercial/ employment uses at street level and/or landscaped walls.

3.1.15.2.6 Residential Policies

3.1.15.2.6.1 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 ~~and~~ 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.

(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.

3.1.15.2.6.2 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

(b) 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*~~Secondary residential units~~, in accordance with the policies of the Official Plan;

(iii) Home ~~occupations~~ based business, in accordance with the policies of the Official Plan;

(iv) ~~Group homes~~Home for Special Care, 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.

(c) 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

(d) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height.

(e) 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.

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

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

3.1.15.2.6.3 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 ~~urban~~ form that takes advantage of the waterfront context and access to the North Service Road and/or arterial roads.

Permitted Uses

(b) 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) ~~Group homes~~Home for Special Care, in accordance with the policies of the Official Plan;
(vi) *Additional Residential Units*~~Secondary residential units~~, in accordance with the policies of the Official Plan;
(vii) Home~~ occupations~~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.

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

General Policies

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

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

(f) 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.

(g) 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.

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

(i) 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.

3.1.15.2.6.4 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 ~~urban~~ 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

(b) 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) ~~Group homes~~Home for Special Care, 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*~~Secondary residential units~~, in accordance with the policies of the Official Plan;
(ix) Home~~ occupations~~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.

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

General Policies

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

(e) 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.

(f) 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.

(g) 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.

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

(i) 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.

3.1.15.2.7 Employment and Mixed-Use Policies

3.1.15.2.7.1 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.

3.1.15.2.7.2 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

(b) 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.

(c) 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.

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

General Policies

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

(f) 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.

(g) The number and scale of ancillary uses shall 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.

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

(i) 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.

(j) 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.

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

3.1.15.2.7.3 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

(b) 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.

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

Development Policies

(d) 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 maximum height of 1 storey, may be permitted within the Commercial Mixed-Use Designation, adjacent to the North Service Road.

(e) 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.

(f) 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.

(g) 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.

(h) 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.

(i) 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.

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

(k) 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.

(l) 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, 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.

(m) 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.

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

(o) 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.

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

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

3.1.15.2.7.4 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) Child care 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 stepback 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 must 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.

3.1.15.2.7.5 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, complimentary, 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.

3.1.15.2.7.6 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 ~~Twenty Valley~~ 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

(c) 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.

(d) 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 shall 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.

~~(c)~~(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, complimentary, and supportive of the natural environment features and their ecological functions.

~~(d)~~(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.

~~(e)~~(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.

~~(f)~~(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.

~~(g)~~(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.

3.1.15.2.8 Creating and Protecting Greenlands

3.1.15.2.8.1 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 ~~it is~~ identified ~~today~~, 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 'B5-1' – 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.

(c) Schedule 'B5-2' - Candidate Natural Environment Protection/Conservation Areas identifies natural features which may be refined by an *Environmental Impact Study*, and which may be implemented without an Amendment to this Secondary Plan.

3.1.15.2.8.2 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 with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area.

Intent

(c) 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

(d) 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 Candidate Environmental Protection/Conservation Areas, identified on Schedule 'B5-2'. 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*.

(e) The boundaries of those areas identified within the Natural Environment Designation are delineated on Schedule 'B1' – Land Use and further articulated in Appendix 'A' - Natural Heritage System, 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

(f) 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.

(g) 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

(h) 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.

(i) 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.

(j) 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 and Forestry.

(k) 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, ~~in consultation with the Region~~, 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.

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

(m) 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 ~~Twenty Valley~~Niagara Benchlands/Jordan Harbour Tourist Area.

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

(o) 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 Natural Environment Protection/Conservation Areas

(p) Prior to development on lands identified on Schedule 'B5-2' as Candidate Natural Environment Protection/Conservation Areas, an *Environmental Impact Study* may be undertaken in accordance with the policies of the Official Plan, if identified as significant and identified as requiring protection.

(q) Landscaping proposed within the Natural Environment Enhancement Areas, subject to completion of an *Environmental Impact Study* (EIS), will consider the impacts to views to Lake Ontario from the Prudhommes community and the Waterfront Promenade.

Policies for the Swale Adjacent to Victoria Shores

~~(r)~~ 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. ~~An existing swale runs north from the Victoria Avenue interchange behind existing dwellings in Victoria Shores, emptying directly into Lake Ontario. This feature is planned to be supplemented by further plantings, to the satisfaction of the Town and eventually dedicated to the Town. An Environmental Impact Study may be required to support future channelization. The following will be considered:~~

~~(i) A width ranging from 12.0 metres to 18.0 metr~~of 8 metrese~~s~~ ~~will support the restoration or enhancement of the ecological integrity along this corridor;~~

~~(ii) The feature is proposed to remain in a self-sustaining state (with maintenance access provided), to serve multiple functions: as a transition~~

~~between existing development and future development, as animal habitat, and as a watercourse and water quality enhancement feature; and,~~

~~(iii)~~(i) ~~The feature may support a trail or trail connection along its length~~

Policies for the Lake Ontario Shoreline

~~(s)~~(r) 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.

~~(t)~~(s) Schedule 'B5-1' – 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 and Forestry. 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.

~~(u)~~(t) 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.

~~(v)~~(u) 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.

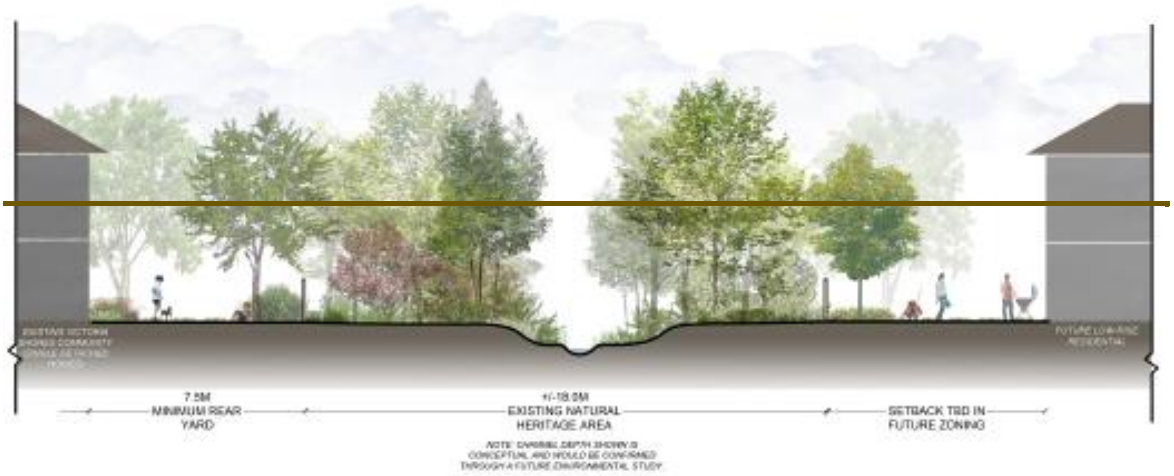

Figure 30: Concept of Victoria Shores Swale Without Maintenance Route

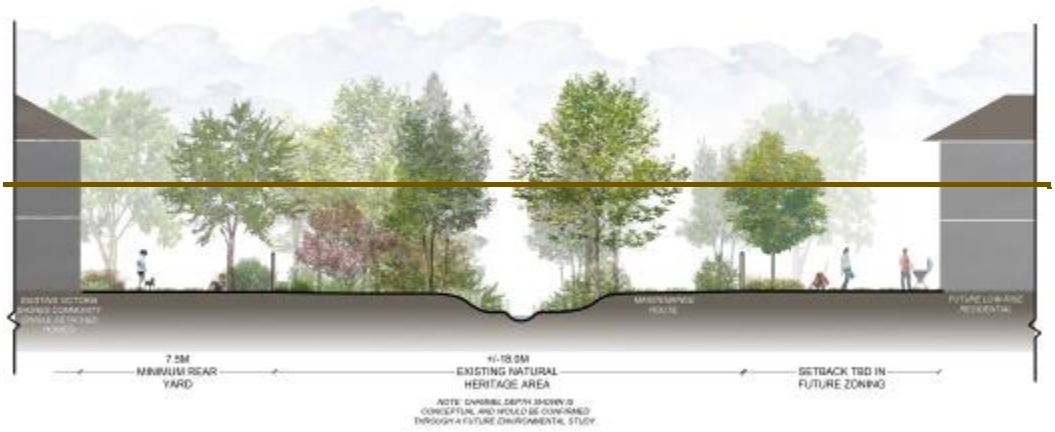

Figure 31: Concept of Victoria Shores Swale with Maintenance Route

~~(w)~~(v) 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.

3.1.15.2.8.3 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

(e) 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.

(f) *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.

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

General Policies

(h) 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 shall 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.

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

Central Park Plaza

(j) 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.

(k) 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.

(l) 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.

(m) 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

(n) 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

(o) 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.

(p) 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

3.1.15.2.9 Mobility and Active Transportation

3.1.15.2.9.1 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.

3.1.15.2.9.2 Street Network

3.1.15.2.9.2.1 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. ~~Official Plan~~.

(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.

3.1.15.2.9.2.2 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*~~areas~~ 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, ~~sidewalks on both sides,~~ 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.

3.1.15.2.9.2.3 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.

3.1.15.2.9.2.4 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.

3.1.15.2.9.2.5 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.

3.1.15.2.9.2.6 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, and 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.

3.1.15.2.9.2.7 Public Transit

(a) The Town, in coordination with the Region, will develop an appropriate transit system for the Secondary Plan Area, when 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.

3.1.15.2.9.2.8 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.

3.1.15.2.9.3 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.

3.1.15.2.9.3.1 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 shall be avoided where feasible and not considered unless demonstrated to be the only alternative, to the satisfaction of the Town.

(e) The street network shall 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.

3.1.15.2.9.3.2 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.

3.1.15.2.9.3.3 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 ~~Twenty Valley~~ 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.

3.1.15.2.9.3.4 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.

3.1.15.2.9.3.5 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.

3.1.15.2.9.3.6 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.

3.1.15.2.9.3.7 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.

3.1.15.2.10 Providing Sustainable Services

3.1.15.2.10.1 Sanitary Sewage and Water Supply Services

3.1.15.2.10.1.1 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.~~An internal gravity sanitary sewer system shall be constructed at the expense of the benefiting landowners and to the satisfaction of the Town. Additionally, where appropriate, the developer will be required to oversize the sanitary sewers to service those existing developments located to the east of the Secondary Plan Area, as specified by the Town. Oversizing costs to accommodate existing development may be paid by the Town~~.

(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.

~~**Deferral**~~

(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. ~~It is proposed that improvements be made to the sanitary sewer system to service the existing commercial and industrial operations located to the east and outside of the Prudhommes Secondary Plan Area. The improvements and upgrading will involve the construction of a new pumping station east of the Jordan Harbour inlet and a new gravity sanitary sewer along the North Service Road frontage of the commercial and industrial operations. The cost of the improvements will be borne by the affected property owners. The new pumping station is required to be designed and constructed in accordance with Regional Design Standards and to be reviewed and approved by the Niagara Region.~~

3.1.15.2.10.1.2 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.

3.1.15.2.10.2 Stormwater Management

3.1.15.2.10.2.1 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.

3.1.15.2.10.2.2 Water Use and Management

(i) **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 rain water 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.

(ii) 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.

(iii) 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.

(iv) 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.

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

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

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

3.1.15.2.10.3 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.

3.1.15.2.11 Special Policy Area

Deferral

(a) Notwithstanding the current designation in the Greenbelt Plan the lands identified on Schedule 'B5-3' – 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.

(c) 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.

~~**3.1.15.2.12 Community Benefits**~~

~~(a) In accordance with the policies set forth in the Official Plan, the following additional policies shall apply:~~

~~(i) The Zoning By-law shall establish the permitted height for development in accordance with Schedule 'B2' – Building Height, and the policies of this Secondary Plan. The Town may consider an increase in the height permitted by the existing Zoning By-law in exchange for the provision of community benefits, in accordance with the policies of the Official Plan, and the provisions of Section 37 of the Planning Act. In this regard, The Town may permit increases in height and/or density that exceed the maximum height and/or density definitions of this Plan, without further amendment to this Plan where The Town is satisfied that the proposed by-law would otherwise be in conformity with all other aspects of this Plan and The Town is satisfied that the proposal represents good planning including good urban design principles outlined in 3.1.15.2.5 of this Plan.~~

(ii) In addition to i., the Town may only consider an increase in height, in accordance with the policies of the Official Plan and under the following circumstances:

- The development exceeds the green building policies and targets of this Secondary Plan;
- The proposed community benefits are to be located within the boundaries of this Secondary Plan Area, and within 500 metres of the development that generates the benefit;
- Where cash-in-lieu of a community benefit is accepted by the Town, the funds shall be spent on appropriate community benefits within this Secondary Plan Area; and,
- The community benefit or cash for a community benefit is used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.

(iii) Height bonusing shall not be considered within the Low-Rise Residential designation.

(iv) In determining community benefits accrued under Section 37 of The Planning Act, the following shall be considered priorities within the Secondary Plan Area:

- Provision of public access, pedestrian and vehicular, to public facilities and sites;
- Walkways and public space and connections to external walkways and trail systems;
- Preservation of natural areas and woodlots, beyond open space dedication requirements;
- Provision of parkland requirements beyond dedication requirements;
- Provision for various housing types including housing for special needs, and assisted or *affordable* housing, in accordance with the Official Plan;
- Provision of public parking;
- Provision of underground parking resulting in opportunities for housing *intensification* or *affordable* housing on the lands no longer required for surface parking;
- Conservation of buildings and sites of architectural, archaeological or historic importance;
- Provision of community and open space facilities, such as cultural, community and recreational facilities or municipal facilities;
- The provision of any public work, initiative or matter in conformity with this Plan; and,
- The provision of public art.

~~(b)~~(a) ~~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 Appendix B. 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.~~

3.1.15.3. Jordan Secondary Plan

Introduction

The purpose of preparing a Secondary Plan for the Jordan area is to provide a long-term planning approach by establishing a series of objectives to be achieved for the planning area.

3.1.15.3.1. General Policies

(a) In recent years, private landowners have expended considerable efforts to revitalize and beautify Jordan. The area has increasingly become a destination for tourists who take advantage of the spectacular natural and cultural setting, as well as the expanded accommodations and opportunities for shopping and dining. Some of the existing residences have opened artist's studios and antique shops. The museum offers another attraction in the area, while the proximity of the Waterfront Trail is also a tourism draw.

(b) In planning for the future, it is recognized that there will be increased pressure to accommodate tourist-based activities. This is a normal evolution, based on the popularity of Jordan. The key planning issue will be to ensure that as change occurs, Jordan does not lose the charm and characteristics that have made it popular in the first place. It is also important to recognize that Jordan includes an existing resident population that will demand protection from the impacts of becoming a successful tourist destination. This is a difficult balance to achieve.

(c) It is the intent of the Town to promote the continuing success of Jordan as a tourist destination, while, at the same time, managing change within Jordan to protect existing residents and the unique attributes that have made it an attractive place to live, to visit and to invest in. These unique attributes include:

- The diverse array of historic building types;
- The attractive retail and commercial component on Main Street; and
- The mature street trees and the beautiful natural setting of the Twenty Valley/ Niagara Benchlands.

(d) Schedule 'A5' identifies the location and distribution of the land use designations, as well as three Gateways.

3.1.15.3.2. Residential

(a) The policies that apply to *development* within the Residential designation are found within Section 3.1 of this Plan.

3.1.15.3.3. Mixed Use

(a) The policies that apply to *development* within the Mixed Use designation are found within Section 3.2 of this Plan as well as the policies of this Section.

3.1.15.3.4. Central Business District

(a) The policies that apply to *development* within the Central Business District designation are found within Section 3.3 of this Plan.

3.1.15.3.5. Servicing and Transportation

(a) Municipal servicing shall comply with the provisions of Section 7.1 of this Plan.

(b) Public and Private utilities shall be:

(i) Permitted in all land use designations and shall be installed, where possible, underground and within public road allowances or within appropriate easements;
(ii) Encouraged, wherever possible, to coordinate and locate within an initial common trench to avoid unnecessary over digging and disruption of municipal right-of-way;
(iii) Clustered or grouped where possible to minimize visual impact; and
(iv) Encouraged to consider innovative methods of containing utilities and telecommunications providers are to confirm if services can be provided to support the proposed *development*; and shall determine locations for large *utility* equipment and *utility* cluster sites.

(c) In order to accommodate the *development* contemplated by this plan, road improvements, storm and sanitary sewer extensions and other services may be required. The cost of undertaking such works shall be borne by the developers through the provisions of the *Development Charges Act* or other agreement with the Town.

(d) As part of the Jordan Village Improvements capital program, a series of *infrastructure* upgrades have been implemented to enhance pedestrian safety, support active transportation, and improve public spaces. Along Nineteenth Street, sidewalks have been installed on both sides from Regional Road 81 (King Street) to Fourth Avenue, providing safe pedestrian access. Cyclists are accommodated on both sides of the roadway, reinforcing its role as a key connection within the Town's cycling network. A parking lane has been added on the west side of the street to alleviate parking pressures on Main Street, and pedestrian crossings have been introduced at Wismer Lane and Snure Lane to facilitate safe street crossings.

Main Street has been upgraded with continuous curbing and designated on-street parking on the west side. The segment between Snure Lane and Regional Road 81 (King Street) has been closed to through traffic and transformed into a public square, creating a central gathering space for community events and enhancing the safety and functionality of the adjacent intersection. Improvements to the intersection of Regional Road 81 (King Street) and Nineteenth Street have also been completed to address traffic conflicts, simplify complex geometry, and provide safe pedestrian crossings.

~~Nineteenth Street – Improvements to Nineteenth Street are required to improve pedestrian and cyclist safety. The addition of sidewalks on both sides of the street will improve pedestrian safety, especially for children that use Nineteenth Street to walk to school. Bicycle Cyclists will beare accommodated on both sides of the street will alsoto improve this section of road as an important connection for the various cycling routes throughout the Town. To help alleviate some of the parking pressures on Main Street, a parking lane should be provided on the west side of the street.~~

~~At regular intervals and at key locations, pedestrian crosswalks should beare provided to facilitate safe crossing of Nineteenth Street. These locations should be are constructed with specialty paving to enhance their presence. Important pedestrian crossing locations include the parking lot at the north end of Main Street, the future public parking lot at the new fire hall and the south end of Nineteenth Street at King Street.~~

~~In conjunction with these improvements, street trees and street furniture, such as benches, trash receptacles, bicycle parking and pedestrian scale lighting should beare incorporated into the street cross section. These elements will improve the streetscape and provide separation between the vehicle and pedestrian environments, which is currently undifferentiated.~~

~~(e) Main Street – To help alleviate some of the parking pressures on Main Street, the addition of curbs are recommended. Curbs will help define the separation between the boulevard and roadway, while preserving the rural *character* of Main Street. In addition, on street parking should be provided on one side of the street. The barrier curb will help delineate the edge of parking, protecting the boulevard from parked cars while keeping vehicles out of the traveled lanes by clearly delineating the edge of the parking and travel lanes.~~

~~Other recommended improvements to Main Street include the addition of street trees to fill in some of the gaps currently present in the streetscape. Some trees should also be strategically planted in anticipation of the need to remove hazardous trees at the end of their life cycle.~~

~~(f) Regional Road 81 – Improvements to the King Street – Nineteenth Street – Main Street intersection are warranted from a safety perspective due to the number of traffic conflicts, complex intersection geometry and to provide safe pedestrian crossings.~~

~~The selection of a preferred Main Street/Nineteenth/King Street intersection configuration will be based on an updated Environmental Assessment (EA).~~

3.1.15.3.6. Jordan Design Guidelines

3.1.15.3.6.1. Setbacks

(a) Front Yard

- Generally, houses are located close to the edge of the road right-of-way.
- The front yard *setback* should vary and be based on the conditions of the adjacent houses.
- The front yard should be landscaped with a predominately soft landscape treatment.
- Front doors should be connected with a pedestrian walkway to the sidewalk.
- Low hedges or fences should be placed along the edge of the road right-of-way.
- Garages should be *setback* from the façade of the house.

(b) Side Yard

- Generally, houses have side yards that allow views between houses. This helps to achieve the landscape appeal of Main Street.
- The side yard *setback* should vary and be based on the conditions of the adjacent houses.
- The side yard should be landscaped with a predominately soft landscape treatment.
- Driveways should be located in the side yard to maintain the front yard for landscape.

3.1.15.3.6.2. Larger Scale Redevelopment and Infill Development

The following design guidelines for Jordan are intended to apply to private sector *redevelopment* that will occur through *redevelopment* of larger parcels. The intent is to create new *development* that fits within the context of the Village. For commercial or mixed uses, this is characterized by buildings that line the edge of the road right-of-way, with a mix of uses, with parking located at the side or rear of buildings so that is does not ~~demean~~ detract from the visual appeal of the street.

These guidelines can apply to the full array of uses appropriate to Jordan including retail, office and higher density residential. Ideally, some buildings would include a mix of uses with ground floor retail and upper floors for residential or office.

The guidelines are not use specific. They describe the ideal conditions for placing buildings on a lot, including design considerations for entrances and façades, site access, parking, servicing, landscape, signage and utilities.

(a) Buildings

(i) The main walls of the building(s) should occupy a minimum 50% of the street frontage.
(ii) Buildings should be built within 1 to 3 metres of the front lot line.

(iii) The side and rear of buildings abutting low-rise residential uses should be of similar height. Buildings may need to step down to maintain an appropriate scale in relation to adjacent residential uses.

(iv) Buildings should have attractive façades, i.e., the application of architectural elements such as display windows, articulated entrances, glazed areas, and/or variations in the wall plane.

(v) Roofs should be designed to provide visual interest.

(vi) Roof top mechanical units should be screened in all directions. Screening should be integrated with the architectural form of the building or designed to be compatible in form, material, and colour.

(vii) Buildings on corner lots should incorporate special architectural treatment along both street frontages.

(viii) The main wall of a corner building should occupy a minimum of 50% of the frontage of the primary street and 50% of the frontage of the Secondary Street.

(b) Site

(i) For commercial and mixed use *developments*, shared driveways between adjacent lots are encouraged to maximize landscaped areas and minimize pavement.

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

(iii) Parking areas should be located at the side or rear of the building. Within the mixed use designation parking areas should be located at the rear of the building.

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

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

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

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

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

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

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

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

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

(xiii) Loading, service, and outside storage areas that face public streets should be avoided. Where site planning constraints necessitate these areas in visually prominent locations, they should be screened with architectural elements and/or berms and/or landscaping.

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

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

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

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

3.1.15.4. Jordan Station Secondary Plan

3.1.15.4.1. Introduction

The purpose of preparing a Secondary Plan is to provide an implementing long-term planning approach by establishing a series of objectives to be achieved for the planning area.

3.1.15.4.2. General Policies

(a) Jordan Station is primarily a residential community with a substantial inventory of high quality heritage homes. The existing streetscapes are compatible with the heritage value of the area and enhance the unique *character* of the community. It is the intent of this Plan to protect the *character* of Jordan Station as a unique heritage community that, while not an active promoter of tourism activity is in close proximity to the Waterfront Trail and is a vital component of the Niagara Benchlands ~~Twenty Valley~~ tourism experience.

(b) In planning for the future, it is recognized that there will be increased pressure for *redevelopment*, infill, and *intensification* within Jordan Station. The key planning issue will be to ensure that as new *development* occurs, the community does not lose the charm and characteristics that have made it popular.

(c) Schedule 'A5' identifies the location and distribution of the land use designations, as well as two Gateways.

3.1.15.4.3. Residential

(a) The policies that apply to *development* within the Residential designation are found within Section 3.1 of this Plan.

3.1.15.4.4. General Commercial

(a) The policies that apply to *development* within the General Commercial designation are found within Section 3.4 of this Plan.

3.1.15.4.5. Industrial

(a) The policies that apply to *development* within the Industrial designation are found within Section 3.5 of this Plan.

3.1.15.4.6. Servicing and Transportation

(a) Municipal servicing shall comply with the provisions of Section 7.1 of this Plan.

(b) Public and Private utilities shall be:

(i) Permitted in all land use designations and shall be installed, where possible, underground and within public road allowances or within appropriate easements;
(ii) Encouraged, wherever possible, to coordinate and locate within an initial common trench to avoid unnecessary over digging and disruption of municipal right-of-way;
(iii) Clustered or grouped where possible to minimize visual impact; and,
(iv) Encouraged to consider innovative methods of containing utilities and telecommunications providers are to confirm if services can be provided to support the proposed *development*; and shall determine locations for large *utility* equipment and *utility* cluster sites.

3.1.15.4.7. Jordan Station Urban Design Guidelines

3.1.15.4.7.1. Setbacks

(a) Front Yard

- Generally, houses are located close to the edge of the road right-of-way.
- The front yard *setback* should vary and be based on the conditions of the adjacent houses.
- The front yard should be landscaped with a predominately soft landscape treatment.
- Front doors should be connected with a pedestrian walkway to the sidewalk.
- Low hedges or fences are appropriate along the edge of the road right-of-way.
- Garages should be set back from the façade of the house.

(b) Side Yard

- Generally, houses have side yards that allow views between houses. This helps to achieve the landscape appeal of the local streets.
- The side yard *setback* should vary and be based on the conditions of the adjacent houses.
- The side yard should be landscaped with a predominately soft landscape treatment.
- Driveways should be located in the side yard to maintain the front yard for landscape.

3.1.15.4.7.2. Redevelopment and Infill

The following design guidelines for Jordan Station are intended to direct *redevelopment* of larger parcels or subdivision. These guidelines apply to the full array of residential forms appropriate to Jordan Station. The intent is to create new *development* that fits within the context of Jordan Station.

The following guidelines should apply:

(a) Each *redevelopment* will include a variety of housing types, reduced front yard setbacks to reinforce the street edge, and garages set behind the front of the house or accessed from a rear lane.

(b) Buildings must have front façades parallel to the road with front doors, windows, and entry features facing the road to create a consistent street wall.

(c) The garage door should not protrude in front of the main front wall of the dwelling and should be set back a minimum of 6 metres from the front lot line, or exterior side lot line.

(d) Entry features and other architectural elements should be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.

(e) Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.

(f) Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:
- Where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;
- The main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and

- Fencing around front and/or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1.2 metres, and they should be primarily open structures, not solid walls.

(g) The *setback* to the main front wall of the house shall be in the range of 3 to 6 metres from the front lot line.

3.1.15.5 Beamsville GO Transit Station Secondary Plan

3.1.15.5.1 Introduction

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 clusters of commercial 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~~'small town small town character'~~ of Lincoln while balancing opportunities for growth and *intensification* is an important goal in the Town's Official Plan. ~~, and t~~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 ~~Growth Plan~~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 ~~2041~~ 2051, the area has potential to accommodate an additional ~~1,300~~ 4,500 to 7,000 people and 950 to 2000 employees.

3.1.15.5.2 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*

3.1.15.5.3 Secondary Plan Area Limits

The limits of the Beamsville GO Transit Station Secondary Plan Area are depicted on Schedule B7. 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.

3.1.15.5.4 Land Use Policies

3.1.15.5.4.1 Land Use Structure

Lands within the Secondary Plan Area are designated one of the following land use categories, as depicted on **Schedule B7**:

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
~~Transit Station Area~~
j) Protected Major Transit Station Area

3.1.15.5.4.2 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.~~.~~

3.1.15.5.4.3 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.

3.1.15.5.4.4 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 ~~within the 2017 Growth Plan policies~~ 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 'B7'). 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 3.1.15.5.4.14 of this Secondary Plan.

3.1.15.5.4.5 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.

3.1.15.5.4.6 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.

3.1.15.5.4.7 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.

3.1.15.5.4.8 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.

3.1.15.5.4.9 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.

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 this 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 also 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 ~~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. Gateway design should be consistent with the policies in Section 3.1.15.5.5.1.1 of this Beamsville GO Transit Station Secondary Plan.

3.1.15.5.4.10 Office Commercial

Planned Function

The Office Commercial designation corresponds to existing ~~industrial lands~~*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 3.1.15.5.5.1 of this Secondary Plan.

Permitted Uses

Notwithstanding Section 3.5 of the Official Plan regarding Employment ~~Industrial~~ uses, the Office Commercial designation 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 child care 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 ~~Officie~~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 ~~the Region of Niagara's Municipal Comprehensive Review~~ process to determine if there is a higher and better use for these lands. ~~The Town will work closely with the Region on this matter.~~ 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 d*evelopment* or *redevelopment* whichith 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.

3.1.15.5.4.11 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 Agricultural' 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.

3.1.15.5.4.12 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 3.1.15.5.5 of this Secondary Plan.

In general, the *public realm* policies outlined in Section 3.1.15.5.5 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.

3.1.15.5.4.13 Natural Environment

Natural Environment areas within the Secondary Plan area have been identified on Schedule B7. Please refer to Section 4.2~~2~~.4 of the Official Plan for policies relating to Natural Environment Areas.

3.1.15.5.4.14 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 'B7'. 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 3.1.15.5.4.4 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 'B7' and the urban design policies contained in Section 3.1.15.5.5 of this Secondary Plan. Land uses and built ~~form~~forms that adversely affect the achievement of *transit-supportive* densities shall not be permitted.

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:

- connections to local and regional transit services to support transit service integration;
- *infrastructure* that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- commuter pick-up/drop-off areas.

3.1.15.5.4.14.1 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 3.1.15.5.5 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 ~~by Metrolinx~~in future phases.

3.1.15.5.4.15 Land Use Compatibility

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.

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.

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)~~'s~~ 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.

3.1.15.5.4.16 Building Height

The planned maximum building heights are shown on Schedule B8. The heights depicted on Schedule B8 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.

~~In accordance with Section 9.8 of the Official Plan, the Town may consider the requirement to provide community benefits pursuant to Section 37 of the *Planning Act* in exchange for increases in height and/or density of development beyond those permitted.~~ 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 3.1.15.5.4.16.

3.1.15.5.4.17 Transportation Policies

3.1.15.5.4.17.1 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~~process that is currently ongoing~~.

3.1.15.5.4.17.2 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:

- Road improvements and connections;
- Transit improvements; and,
- Active transportation improvements.

3.1.15.5.4.17.3 Planned Road Hierarchy

The planned road hierarchy is shown on Schedule B9, illustrating Arterial Roads, Collector Roads and Local Roads. The following policies describe the general planned function for each road type.

Section 3.1.15.5.5 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.

3.1.15.5.4.17.4 Planned Road Improvements and Connections

Schedule B9 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 by-pass 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 B9 and are further described in Section 3.1.15.5.6):

1. **Potential Additional North Access to the GO Transit Station and/or east access to Lincoln Avenue**
   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.
2. **Geometric Improvements to Ontario Street at the South Service Road**
   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.
3. **GO Transit Station Access**
   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.
4. **Intersection Improvements on Ontario Street and Greenlane**: 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.
5. **Roadway Improvements to Lincoln Avenue:** 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.

3.1.15.5.4.17.5 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:

- Access to the Transit Station Area for pedestrians, cyclists, transit users, kiss and riders, and carpool users;
- A sufficient supply of parking for commuters;
- Wayfinding solutions;
- Buffering and landscaping for natural heritage features and *rural lands* adjacent to and within the Transit Station Area; and,
- Opportunities for universal access and incorporation of *sustainable design* measures.

3.1.15.5.4.17.6 Active Transportation Network

The existing and planned Active Transportation Network is depicted on Schedule B10. The network is planned to improve connectivity for pedestrians and cyclists within the Secondary Plan Area and to surrounding areas.

3.1.15.5.4.17.7 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 B10):

- Bike Route/Lanes (on-road):
  - ◊ Ontario Street;
  - ◊ Greenlane;
  - ◊ Lincoln Avenue; and
  - ◊ Neighbourhood streets.

- Multi-Use Trail (off road):
  - ◊ Connection between Greenlane and the GO Transit Station;
  - ◊ Connection between Greenlane and Friesen Boulevard;
  - ◊ Connection between the South Service Road and the GO Transit Station; and,
  - ◊ Connection between Ontario Street and the GO Transit Station.

3.1.15.5.4.17.8 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 the reduction in the number of required parking spaces where bicycle parking facilities are provided.

3.1.15.5.4.17.9 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.

3.1.15.5.4.17.10 Parking

Parking requirements are outlined in the Town's comprehensive Zoning By-law ~~93-14-Z1~~. Through the development approvals process, the Town may consider alternative parking requirements for mixed use and high-density developments including shared parking standards. The provision of underground parking should be encouraged, where appropriate.

3.1.15.5.4.18 Infrastructure Policies

3.1.15.5.4.18.1 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.

3.1.15.4.18.2 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 ~~undertake an analysis of~~ 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.

3.1.15.5.4.18.3 Development Applications and Servicing Requirements

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

3.1.15.5.4.18.4 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 groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels and green roofs.

3.1.15.5.4.18.5 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.

3.1.15.5.5 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.

3.1.15.5.5.1 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 B11 and considers the following:

1. Major Gateway Improvement Area;
2. Minor Gateway Improvement Area;
3. Major Streetscape Improvement Area;
4. Minor Streetscape Improvement Area;
5. Potential New Public Space;
6. Public Space Improvement Area; and
7. Active Transportation Connections.

3.1.15.5.5.1.1 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:

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:

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.

3.1.15.5.5.1.2 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 3.1.15.5.5.1.4 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 3.1.15.5.5.1.4 Active Transportation.

3.1.15.5.5.1.3 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 B11 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 B11 are not intended to be comprehensive, and additional new public spaces will be required though the development application process.

3.1.15.5.5.1.4 Active Transportation Connections

In addition to the existing and planned active transportation network, new active transportation connections are illustrated on Schedule B10. 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.

3.1.15.5.5.1.5 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.

3.1.15.5.5.1.6 Implementation of Public Realm Improvements

The public realm improvements depicted on Schedule B11 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 B11 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 3.1.15.5.6 of this Secondary Plan provides additional details regarding implementation.

~~1.1.1.1.1.1 Urban Design Guidelines for the Public Realm~~

3.1.15.5.5.2. 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*.

3.1.15.5.5.2.1 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 shall 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.

3.1.15.5.5.2.1.1 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 3.1.15.5.5.3.1 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 B12-1). 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.

3.1.15.5.5.2.1.2 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 B7 Land Use Plan for Secondary Plan land uses.

One major gateway is proposed at the intersection of Greenlane and Ontario Street. Refer to Schedule B11 Public Realm Improvement Plan for further information. Gateway treatment for this location should follow the guidelines identified in Section 3.1.15.5.5.3.1 Gateway Features.

Excluding the patio and marketing zone, the design of Greenlane is to be accommodated within a planned 23 metre public right-of-way (Schedule B12-2). The location of boulevard and street elements should also be provided as illustrated on Schedule B12-2. 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.

3.1.15.5.5.2.1.3 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 3.1.15.5.4.17 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 3.1.15.5.5.2.1.1). 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 B11 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.

3.1.15.5.5.2.1.4 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 B11 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.

3.1.15.5.5.2.1.5 New Public Open Spaces

Schedule B11 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 3.1.15.5.5.3.1.1~~ Section 3.1.15.5.5.3.1 Gateway Features 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.

3.1.15.5.5.2.1.6 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 B11) 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.

3.1.15.5.5.2.1.7 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 B11. 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.

3.1.15.5.5.2.1.8 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.

3.1.15.5.5.3 Urban Design Guidelines for the Private Realm

3.1.15.5.5.3.1 Site Design

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.

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*.

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.

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.

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.

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.

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.

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.

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*.

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.

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.

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.

3.1.15.5.5.3.2 Building Height and Massing

Getting the Right Fit

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

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 streetwall.
- 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 B8 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.

Building Podiums and Stepbacks

A clear building podium, defined by a front stepback, reinforces a consistent streetwall, helps to integrate new development into an existing lower building fabric, and creates a human-scaled building at grade. Schedule B12-3 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.

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.

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.

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.

3.1.15.5.5.3.3 Sustainability

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.

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.

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.

3.1.15.5.5.4 Design Integration

3.1.15.5.5.4.1 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.

3.1.15.5.5.4.1.1 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

3.1.15.5.5.4.1.2 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.

3.1.15.5.5.4.1.3 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 will 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.

3.1.15.5.6 Implementation and Phasing

3.1.15.5.6.1 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	~~Mid-Term~~ Complete
Bike Route/Lane (On-Road)		
Ontario Street	Between the North Service Road and Friesen Boulevard	Complete~~Mid-Term~~
Greenlane	Between Lincoln Avenue and Ontario Street~~Bartlett Road~~	Complete ~~Mid-Term~~
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 ~~Short-Term~~
Greenlane Minor Streetscape Improvement	Segment of Greenlane between the Urban Area Boundary and Lincoln Avenue	Complete ~~Mid-Term~~
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		~~Short~~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

3.1.15.5.6.1.1 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 B9) and Public Realm Improvement Plan (Schedule B11), which promote *transit-supportive* development and *intensification* in these areas.

3.1.15.5.6.2 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.

3.1.15.5.6.3 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.

3.1.15.5.6.4 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.

3.1.15.5.6.5 Zoning By-law

~~**3.1.15.5.6.5.1 Alignment with Zoning By-law**~~

~~The Town will update its Zoning By-law to ensure that the land use and design policies for this Secondary Plan are reflected therein.~~

3.1.15.5.6.5.1 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.

3.1.15.5.6.6 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.

3.1.15.5.6.7 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, ~~residential infilling~~ and/or mixed-use ~~intensification~~development to ensure an appropriate range of non-residential uses, etc.

~~The Town of Lincoln's Mixed Use and Residential Intensification Community Improvement Plan should also be referenced where applicable, as it contains guidance on incentive programs designed to promote private sector mixed use development and intensification in the Secondary Plan Area.~~

3.1.15.5.6.8 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.

3.1.15.5.6.9 Coordination with the Regional Municipality of Niagara

3.1.15.5.6.9.1 General Coordination

The Town will work with Niagara Region, ~~who is the approval authority for the Beamsville GO Transit Station Secondary Plan,~~ 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.

3.1.15.5.6.9.2 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.

3.1.15.5.6.10 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.

3.1.15.5.6.11 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.

3.1.15.5.6.12 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.

3.1.15.5.6.13 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.

3.1.15.5.6.14 Boundaries

The following special provisions shall apply to those lands as shown on the Official Plan Schedule ‘A2’.

3.1.15.5.7

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.

3.1.15.5.8

In addition to the permitted uses of Section 3.5.4.1~~1.X.X.X.X.X~~. 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.

3.2. MIXED USE

3.2.1. Introduction

The Mixed Use designation recognizes transition areas between adjacent stable residential neighbourhoods and the Central Business Districts which contain a mixture of residential uses, live-work units and small scale commercial uses. It also represents areas where growth is anticipated in the Town to allow for diversity of land-uses.

3.2.2. Objectives

To provide for mixed use areas to accommodate *intensification* in the form of low and medium density residential, mixed use commercial and residential uses and small scale commercial uses.

3.2.3. Permitted Uses

The use of land designated Mixed Use may include ~~single and semi-detached dwellings, townhouses~~, ~~apartment style units~~apartment style units, live-work units, small scale commercial uses such as offices, retail, service commercial uses, small scale *creative cultural industries*, bed and breakfast establishments and home ~~occupations~~based business.

3.2.4. Policies

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

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

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

(d) The height of buildings ~~s~~ must ensure compatibility with existing adjacent land uses through scale, massing, setbacks ~~-~~and height considerations.

~~will be limited to 3 storeys to ensure compatibility with adjacent residential neighbourhoods.~~

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

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

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

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

~~(i) The use will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;~~
~~(ii) The use can easily be accessed by pedestrians;~~
~~(iii) The use is located on a site that has adequate land area to incorporate required parking, waste management facilities, landscaping and buffering on-site; and~~
~~(iv) The scale, massing and sitting of the *development* is compatible and consistent with *development* on adjoining lands.~~

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

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

(l) All *development* within the Mixed Use designation shall be subject to site plan control in accordance with the policies in Section 9.11.

(m) Bed and breakfast establishments are subject to the provisions of Section 9.14 of this Plan.

(n) Home based business are subject to the provisions of Section 9.13 of this Plan.

3.3. CENTRAL BUSINESS DISTRICT

3.3.1. Introduction

The Central Business District is where retail, office, specialized and service uses are focused. ~~The~~ Central Business Districts ~~is~~ are generally considered to be nodes for a variety of land-uses, including mixed use buildings. ~~considered a mixed use node~~. This Plan promotes business and commerce within the areas designated as Central Business District. The principal Central

Business Districts of the community are ~~the Central Business Districts of~~located within Beamsville, Vineland and Jordan.

3.3.2. Objectives

(a) To encourage a sufficient level and variety of retail activity to satisfy the consumer demands of residents.

(b) To reinforce the Central Business Districts within Beamsville, Vineland and Jordan as the focal point for commerce and hospitality in the Town.

(c) To encourage a diverse mix of commercial, residential, cultural and social uses to enhance business and commercial activities within the Town.

(d) To foster a vibrant, connected, walkable and bikeable retail and commercial environment.

(d) ~~(e)~~ To promote opportunities for mixed use development in strategically located nodes and corridors.

~~(d)~~(e) To maintain and enhance the identify of these areas, drawing upon the key attributes of the surrounding community

3.3.3. Permitted Uses

The predominant use of land designated Central Business District shall be mixed use, consisting of a combination of commercial, institutional or medium or high density residential sharing a single building or in stand-alone buildings. Permitted commercial uses may include retail uses, offices, personal services, restaurants, *creative cultural industries*, micro-breweries, wineries, entertainment, hotels and commercial *recreation* facilities. New commercial *development* will be encouraged to include residential units as an integral part of any *development*. Public and government uses are also encouraged to locate within the Central Business District.

3.3.4. Policies

(a) The Central Business Districts are the commercial, social and cultural centres of the Town. All new *development* shall reinforce and strengthen this role of the Central Business Districts.

(b) The design of all new *development* in the Central Business Districts shall recognize and enhance the existing mixed use, pedestrian scale and historic small-town *character* of the Central Business Districts while allowing fo~~0~~r significant growth.

(c) The Town will encourage the renovation and rehabilitation of historic buildings within the Central Business Districts and promotes similar architectural treatment of new buildings.

~~(d) The Town encourages the *redevelopment* of *greyfields* for mixed use.~~

(e) The Town shall encourage and support the physical and aesthetic improvement of the Central Business Districts, including co-ordinating streetscape amenities and furniture as well as signage.

(f) *Built form* and streetscapes, shall reinforce the entrances to the Central Business Districts.

(g) Gateways are identified in this Plan. The gateways shall be designed using landscaping, architectural features and signage to provide a sense of entry into the Central Business Districts and along the Wine Route. ~~and Victoria Avenue Market Greenway.~~ The Gateways should be designed to conform to the Urban Design Policies of Section 8.6.

(h) ~~The need for commercial and retail services beyond the Central Business Districts is limited. Additional commercial *development* may be considered by way of an amendment to this Plan, provided it is immediately adjacent to the Central Business District and does not contribute to the proliferation of strip *development*, and subject to the other policies of this Plan.~~

(i) It shall be a policy of this Plan to maintain and promote the Central Business Districts of Beamsville, Vineland and Jordan. No *development* of a commercial nature within the Town shall jeopardize the commercial viability of these areas.

(i) New *development* and particularly *redevelopment* shall be encouraged within the Central Business District. Proposals for *development* or *redevelopment* shall be sensitive to the *character* and scale of existing *development*, shall provide adequate off-street parking, and shall not generate traffic that will unduly disrupt adjacent residential neighbourhoods.

(j) The provision of convenient and adequate, but not excessive off-street parking is recognized as a necessity in the promotion and enhancement of the Central Business Districts. To this end the Town shall encourage the co-ordination of existing facilities which shall include the utilization and linkage of back lots and lanes for parking purposes. When insufficient private parking areas are available within the Central Business District area, The Town shall investigate the *development* of a municipal parking lot in the area and/or the use of cash-in-lieu for parking pursuant to Section 40 of the Planning Act, 1990.

(k) The implementing Zoning By-law shall establish minimum and maximum building heights.

(l) Automotive uses and drive-thrus are not permitted uses in the Central Business District.

(m) Buildings shall be located close to the public street edge with doors and windows opening on the street to create a pedestrian-friendly and active street.

(n) The majority of the public street frontages shall be occupied by building facades with the majority of the façade composed of windows and doors to create pedestrian-friendly streets.

(o) To assist in the revitalization of the Central Business Districts, new residential *development* is encouraged and will be permitted by Zoning By-law Amendment. New Residential *development* shall occur in the form of apartment buildings, street or block townhouses and units above commercial buildings.

(p) Residential units shall not be located at grade directly adjacent to a public street, which has a predominately commercial *character*.

(q) The Town may consider the preparation of *cultural heritage landscape* studies to more precisely define the qualities of the heritage architecture and streetscapes in the Central Business Districts that define its unique heritage *character*.

(r) The Town may establish in collaboration with local businesses, Business Improvement Areas within the Central Business Districts.

(s) The Town may identify the Central Business District for designation as a Community Improvement Project Area, pursuant to Section 8.4 of this Plan.

(t) All new *development* within the Central Business District shall be designed to conform to the Urban Design Policies outlined in Section 8.6.

(u) All *development* within the Central Business District designation shall be subject to site plan control in accordance with the policies in Section 9.11.

3.4. GENERAL COMMERCIAL

3.4.1. Introduction

The General Commercial designation is considered a mixed use node and corridor. This Plan promotes business and commerce within the areas designated as General Commercial. Lands designated as General Commercial include lands outside of the Town Central Business Districts. These areas rely to a greater extent on vehicular traffic for their economic existence.

3.4.2. Objectives

(a) To encourage the provision of a sufficient level and variety of retail activity within the Town to satisfy the consumer demands of residents.

(b) To promote planned *development* of business and commercial uses consistent with the needs of the Town residents.

(c) To support commercial uses that contribute~~s~~ to the goal to facilitate a strong, diverse and resilient economy~~be a Centre of Excellence for Agriculture~~.

(d) To ensure that commercial *development* does not have adverse impacts on adjacent land uses, particularly residential uses.

(e) To foster a vibrant, connected, walkable and bikeable retail and commercial environment.

(f) To promote opportunities for mixed use development in strategically located nodes and corridors.

3.4.3. Permitted Uses

The permitted uses of land designed General Commercial include mixed use commercial and residential uses, retail uses, offices, personal services, restaurants, *creative cultural industries*, entertainment, hotels, commercial *recreation* facilities, automotive related retail uses, automobile service stations, automotive sales and service uses, institution and public and government uses. New commercial *development* will be encouraged to include residential units as an integral part of any *development*.

3.4.4. Policies

(a) Commercial uses shall be regulated by separate categories in the Zoning By-law. Every effort shall be made to minimize the impact of commercial uses on adjacent uses, particularly residential uses. To this end, the Zoning By-law shall require increased side yard and rear yard setbacks and/or appropriate landscape buffering provisions between commercial uses and residential or *institutional uses*.

(b) The Town shall endeavour to attract commercial growth to Beamsville, Vineland and Jordan to continue to enhance opportunities for residents to work and shop within Lincoln. ~~recapture retail outflow to adjacent market areas.~~ Additional commercial development may be considered by way of an amendment to this Plan, provided it is immediately adjacent to the General Commercial designation and provided it does not contribute to the proliferation of strip development, and subject to other policies of this Plan.

(c) ~~The Town encourages the *redevelopment* of *greyfields* for mixed use.~~

(d) When considering an application to establish a commercial use or uses, the Town shall have regard for the following:

(i) The compatibility of the proposed use with the surrounding area;
(ii) The physical suitability of the site for the proposed use;
(iii) The adequacy of the existing and proposed street system;
(iv) The convenience and accessibility of the site for both pedestrian and vehicular traffic; and
(v) The adequacy of utilities and municipal services.

(e) The design of all proposed commercial *developments* shall be in keeping with the *character* of the surrounding area. The following design principles shall apply to the *development* and *redevelopment* of all commercial properties:

(i) The provision of landscaped areas and accompanying landscaping shall form an integral part of all commercial *developments*. Landscaping and tree planting shall be provided to improve the streetscape, to function as a screening and buffering device between commercial and other adjacent uses, and for aesthetic and resting purposes.

(ii) Open storage of goods and materials shall only be permitted in accordance with the provisions of the Zoning By-law.

(iii) Loading and unloading areas shall be provided off-street and in the rear or side yard whenever possible; and

(iv) Adequate off-street parking facilities shall be provided in accordance with the provisions of the Zoning By-law; ingress and egress to such parking areas shall be provided to minimize potential conflict with vehicular and pedestrian traffic.

(f) Automobile traffic and parking shall be a major design consideration for all General Commercial uses. Every effort shall be made to minimize entrances and exits to and from roads and to segregate service and customer traffic. In particular, joint entrances shall be encouraged to minimize traffic conflicts.

(g) Buildings shall be located close to the public street edge with doors and windows opening on the street to create a pedestrian-friendly and active street.

(h) The majority of the public street frontages shall be occupied by building facades including windows and doors to create pedestrian-friendly streets.

(i) To assist in the revitalization of the General Commercial areas, new residential *development* in the form of apartments above a commercial use is encouraged. Residential uses are not permitted above an automotive use.

(j) Residential units shall not be located at grade directly adjacent to a public street.

(k) All new *development* within the General Commercial designation shall be designed to conform to the Urban Design Policies outlined in Section 8.6.

(l) All *development* within the General Commercial designation shall be subject to site plan control in accordance with the policies in Section 9.11.

3.5. ~~INDUSTRIAL~~EMPLOYMENT

3.5.1. Introduction

~~The Industrial~~*Employment lands* comprise of lands within the *Office Commercial* designation and *Employment Area* designation and is intended to promote the *development* and *redevelopment* of employment sites to complement the ~~Town~~Town's ~~industrial~~ employment development

strategy. ~~through the expansion of the existing industrial base and the stimulation of new industrial growth.~~These areas will play a critical role in the Town's ability to retain and attract employment investment in response to market demands and meet the Town's employment needs to 2051.

The Town recognizes that all *employment lands*, including those within and outside of the *Employment Area* designation, contribute to a diversified local economic base ~~within~~within Lincoln and the regional economy of Niagara, and shall be protected for the long-term.

Employment lands are identified on Schedules 'A2' to 'A5' as part of the Office Commercial designation or *Employment Area* designation and are subject to the policies outlined in Section 3.5. herein.

3.5.2. Objectives

(a) To protect and maintain a supply of *employment*~~*industrial*~~ *lands* that support an appropriate mix and range of employment activities to meet long term needs as well as to provide employment in the Town.

(b) To support employment~~industrial~~ uses that enhance economic resilience through a diversified economy, accommodate the changing needs of industry and business growth trends, and contribute to the goal to be a centre for agricultural excellence and a tourist focal point.

(c) To promote infilling and redevelopment within established *employment lands* as well as the progressive development of vacant *employment lands* for new ~~industry and~~ `employment uses.

(d) To identify lands for traditional employment growth and provide enhanced protection of these lands through the *Employment Area* designation, in accordance with Regional Official Plan policies.

(e) To provide a positive image of the Town by providing high quality architectural design, landscape design and site design in all employment ~~industrial~~ *development* visible from the Queen Elizabeth Way, Ontario Street and at all gateway locations entering the Town.

(f) To minimize the impact of *employment*~~*industrial areas*~~ *lands* upon surrounding lands particularly the residential neighbourhood, by providing an appropriate transition to *sensitive land uses*.

~~(e)~~(f) To ensure that the necessary *infrastructure*, services and telecommunication services are provided to support current and forecasted employment needs including transit and active transportation facilities.

3.5.3. General Policies

The following policies apply to all *employment lands* or as otherwise specified:

(a) The Zoning By-law shall regulate employment uses through the establishment of appropriate zone categories. The preparation of employment zone categories will be guided by the following principles:

(i) The grouping of employment uses with similar characteristics and performance standards;
(ii) The need for a compatible environment for employment uses free from interference and restriction by other uses;
(iii) Minimizing potential land use conflict by ensuring heavier and light industrial types are not indiscriminately mixed;
(iv) The protection of adjacent land uses, particularly residential areas, from the effects of employment uses; and
(v) Maximizing the amenity of the *employment lands* through the strategic placement of particular employment types.

(b) Any *development* or *redevelopment* within the *Office Commercial* designation which proposes ancillary and/or accessory use(s) to the primary employment use shall retain space for a similar number of jobs to remain accommodated on site and shall meet a minimum density of 45 jobs per hectare, to be calculated using the Region's Employment Land Redevelopment Criteria.

(c) Employment zones will ideally be arranged in a gradation with lighter, more prestige type industries in a business park setting that could be located adjacent to residential, institutional, agricultural, recreational or other *sensitive land uses* without *adverse effects* in *strategic growth areas* and areas exposed to the Q.E.W. and Regional roadways. In particular, *major office* and major institutional development should be directed to the *Protected Major Transit Station Area*.

The heavier type of industries shall be directed to the interior of *employment lands* where they least affect the amenity of the area.

(d) Wherever industries abut residential, institutional, recreational or other similar uses, adequate buffering will be required by measures such as landscaping, plantings, fencing and physical separations in order to minimize the effects of the employment activity including visual appearance.

(e) In order to maintain land use compatibility, *sensitive land uses* that are ancillary to the primary employment use shall provide an appropriate transition to *Employment Areas* and are prohibited from encroaching on *Employment Areas*. Any

development or *redevelopment* of Employment land that may restrict the ability for nearby existing or planned employment uses to operate or expand shall be discouraged.

(f) *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise, vibration and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with Provincial guidelines, standards and procedures.

(g) Where avoidance is not possible in accordance with Section 3.5.3 (e), the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment shall be protected by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with Provincial guidelines, standards and procedures:

(i) There is an identified need for the proposed use;
(ii) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
(iii) Potential *adverse effects* of employment uses to the proposed sensitive land use are minimized and mitigated;
(iv) Potential impacts of sensitive uses on industrial, manufacturing or other *major facilities* are minimized and mitigated as demonstrated through studies;
(v) The proposed use(s) will maintain or improve the appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
(vi) The proposed uses(s) will support opportunities for a diversified economic base and take into account the needs of existing and future businesses;
(vii) The proposed use(s) are compact mixed-use development that incorporates compatible employment uses to support livable and resilient communities;
(viii) The proposed uses are compatible with existing and planned surrounding land uses located within and adjacent to the *employment lands*; and
(ix) The proposal is consistent with municipal strategic interests and policies.

(h) In addition to policies in Section 3.5.3 (e) and (f), on lands within 300 metres of *Employment Areas*, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.

(i) *Employment lands* which are exposed to the Q.E.W. and Regional roadways shall be developed in an attractive manner to provide a positive statement of the Town. To achieve this, building and site design shall be of a high quality standard. The following design principles shall be utilized to achieve this standard:

(ii) Open storage shall be prohibited unless it can be demonstrated that appropriate landscaping and screening devices to shield the open storage areas will not detract from the intended *character* of the area;
(iii) Parking and loading areas shall generally be restricted to side and rear yards; and
(iv) All employment activities shall be within wholly enclosed buildings.

(j) New employment *development* along Ontario Street shall comply with the following policies:

(i) To avoid parking areas adjacent to the street, the implementing Zoning By-law shall establish minimum and maximum setbacks from Ontario Street. Ingress and egress to such parking areas shall be provided in a manner which minimizes potential conflict with vehicular and pedestrian traffic;
(ii) The implementing Zoning By-law shall require minimum parking setbacks from Ontario Street;
(iii) Planting strips shall be provided along Ontario Street. The implementing Zoning By-law and site plan guidelines shall establish the minimum width of the planting strips;
(iv) Landscape design shall consider the design of adjacent properties, those across the street and the proposed gateway features at the South Service Road to ensure a unified landscape treatment along Ontario Street; and
(v) Parking areas adjacent to the public street shall be screened with a combination of architectural features and landscaped features including continuous areas of shrubs and planting beds.

(k) *Employment lands* which are not exposed to the Q.E.W. and Regional roadways shall be developed in accordance with the following design principles:

(i) The provision of landscaped areas and accompanying landscaping shall form an integral part of all employment *developments*. Landscaping and tree planting shall be provided to improve the streetscape, to function as a screening and buffering device between industrial and other adjacent uses, and for aesthetic and resting purposes;
(ii) Open storage of goods and materials shall only be permitted in accordance with the provisions of the Zoning By-law;
(iii) Loading and unloading areas shall be provided off-street and in the rear or side yard whenever possible; and
(iv) Adequate off-street parking facilities shall be provided in accordance with the provisions of the Zoning By-law; ingress and egress to such parking areas shall be provided to minimize potential conflict with vehicular and pedestrian traffic.

(l) In order to promote an efficient industrial *development* pattern, the Town will ensure that the necessary municipal street connections to the external *transportation system* are provided.

(m) The Town *Urban Area Boundaries* are surrounded by lands designated as Protected Countryside in the Greenbelt Plan. As a result, the Town has a finite supply of *employment lands*. Therefore, lands within the *Employment Area designation* and *Office Commercial designation* shall not be redesignated or rezoned to any other non-employment use.

(n) ~~Employment lands~~*Employment lands* in proximity to *major goods movement facilities and corridors* shall be protected for employment uses that require those locations.

(o) The Town through its Transportation Master Plan provides for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity.

(p) All *development* will be permitted only when full urban services, including municipal water, sanitary sewers and storm sewers are made available.

(q) All new *development* shall be designed to conform to the Urban Design Policies outlined in Section 8.6.

~~(a)~~(r) All *development* shall be subject to site plan control in accordance with the policies in Section 9.11.

~~(b)~~(s) The Retail Sector will be supported by promoting *compact built form* and *intensification* of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of *complete communities*.

3.5.4. Office Commercial Designation

Within the *Office Commercial* designation, as identified on Schedules 'A2' to 'A5', a mix of complementary employment uses will be encouraged through *development* or *redevelopment* that does not limit the ability for other employment uses to grow or expand.

3.5.4.1. Permitted Uses

A wide range of employment uses are permitted in the Office Commercial designation in accordance with the following provisions, and will be further implemented through zoning:

(a) The primary employment land uses that are permitted in the Office Commercial designation shall include:

i) manufacturing,
ii) processing,
iii) assembling,
iv) fabricating,
v) servicing,
vi) storage of goods and raw materials,

vii) warehousing and wholesaling,
viii) service sector industries including transportation, communication, business services, government services, medical and other health laboratories,
ix) office uses, and
x) any additional permitted uses as established in an approved Secondary Plan for lands designated employment in accordance with Schedule 'B', and subject to the provisions of Section 3.5.3.1 (b) of this Plan for accessory uses, where applicable.

(b) Accessory uses that are permitted in the Office Commercial designation shall be limited in size so as not to interfere with, or detract from the primary function of the area and are subject to the following provisions:

i) Accessory uses may include:
- Retail and wholesale division operated as a subsidiary function of the principle industrial use,
- Personal service uses,
- Banks and financial services,
- Complementary uses including licensed child care establishment, food service, restaurants and security services, provided the uses are compatible with the development and operation of the surrounding industrial uses, and
- Limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use to service industries and their personnel.

ii) Accessory uses shall only be permitted if the provisions of Section 3.5.3(b) of this Plan are met.

3.5.4.2 Prohibited Uses

The following are prohibited uses in the *Office Commercial* designation:

- Major retail uses, including retail uses that are not associated with the primary employment use, unless they are located in proximity to the QEW and otherwise meet or exceed employment targets identified in Section 3.5.5.3, and
- *Sensitive land uses* that are not ancillary to uses permitted in the employment area.

3.5.5. Employment Area Designation

The *Employment Area* designation, as identified on Schedule 'A2' and 'C', represents certain clusters of land that are appropriate for traditional employment uses, such as industrial, manufacturing, research and development in connection with manufacturing, and warehousing and goods movement, and includes those activities which may have adverse impacts associated with their operation.

3.5.5.1. Permitted Uses

Permitted uses in the *Employment Area* designation shall meet the following criteria, in accordance with provisions of the *Planning Act* and Provincial Planning Statement:

(a) The primary employment uses that are permitted in the Employment Area designation shall consist of business and economic uses as follows:

i. Manufacturing,

ii. Uses related to research and development in connection with manufacturing,

iii. Processing,

Iv. Assembly,

v. Fabricating,

Vi. Servicing,

vii. Storage of goods and raw materials,

Viii. Warehousing uses, including uses related to the movement of goods

(b) The following accessory uses are permitted only in association with the primary employment uses outlined in subsection a) above and shall be limited in size and subordinate in scale and function so as not to interfere with, or detract from the primary function of the area:

- Office use, and
- Retail and wholesale division operated as a subsidiary function of the principle industrial use, up to a maximum of 20% of the ground floor area.

(c) Pursuant to subsections 1 (1.1) and (1.2) of the Planning Act, uses in *Employment Areas* that are excluded from the definition of "area of employment" in paragraph 2 of Subsection 1(1) of the Planning Act, are authorized to continue as *areas of employment*, so long as the use has been lawfully established on the parcel of land

before the day before subsection 1 (1) of Schedule 6 to the Helping Homebuyers, Protecting Tenants Act, 2023 came into force.

Lands described in Policy 3.5.5.1 (c) form part of an Area of Employment even if they include one or more parcels of land which may contain a use that is excluded from the definition of Area of Employment.

3.5.5.2. Prohibited Uses

The following uses are not considered to be traditional employment uses and are prohibited within the *Employment Area* designation:

- Residential uses,
- *Sensitive land uses* that are not ancillary to uses permitted in Section 3.5.5.1 of this Plan,
- Commercial uses, including any retail and office uses not associated with the primary employment use, in accordance with Section 3.5.4.1 of this Plan,
- *Public service facilities* and other *institutional uses*, and
- *Major office uses*

~~**General Policies**~~

~~(b)~~

3.5.5.3. Employment Area Additional Policies

Lands within the *Employment Area designation* are subject to the policies outlined within Section 3.5.3 in addition to the policies of Section 3.5.5.3. Where there is a conflict, the policies of the *Employment Area designation* herein shall prevail.

~~(i)~~

(a) New *development* or *redevelopment* within *Employment Areas* shall meet the following minimum overall employment density targets:

Employment Area	Minimum Overall Density Target
1 – Beamsville QEW Industrial Park	45 jobs/ha
2 – King St/Bartlett Rd Employment Area	15 jobs/ha

The locations of Employment Area-1 and Employment Area-2 are identified on Schedule 'A2' of this Plan.

(b) Lands designated *Employment Area* shall only be considered for a conversion through an Official Plan Amendment if it has been demonstrated that:

(i) there is an identified need for the removal, and the land is not required for *employment area* uses over the long term;

(ii) the proposed uses would not negatively impact the overall viability of the *employment area* by:

1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with Sections 3.5.3 (e) and (f) of this Plan;
2. maintaining access to *major goods movement facilities and corridors*;

(iii) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and

(iv) there are sufficient *employment lands* in Lincoln to accommodate projected employment growth to the 2051 planning horizon of this Plan.

3.6. PARKS AND OPEN SPACE

3.6.1. Introduction

The Town contains a variety of green spaces including parks, open spaces and trails, as well as many natural features. The purpose of the Parks and Open Space designation is to ensure that the residents of the Town have access to a well-planned, connected and accessible system of parkland and open space. The Town promotes an active, healthy lifestyle for residents which include the provisions of parks, trails and recreational facilities that are well distributed and connected, in accordance with the Town's Parks, Recreation and Culture Master Plan.

3.6.2. Objectives

(a) To establish walking and cycling *infrastructure* as both a recreational amenity and a *transportation system* that supports physical activity.

(b) To provide a system of trails for pedestrian and bicycle uses which provide *linkages* between open spaces, recreational areas, neighbourhoods, commercial areas and industrial areas in the community.

(c) To provide active and passive parks and *recreation* areas for the Town residents.

(d) To provide community and cultural facilities to serve the Town residents.

(e) To enhance existing parkland areas wherever possible to respond to changing public needs and preferences.

(f) To consider climate change when planning for parks, open space and trails, including opportunities for *green infrastructure* and tree planting.

(g) To ensure that appropriate amounts and types of parkland are acquired by the Town through the *development* process.

(h) Encourage the dedication and donation of environmentally *sensitive* lands into public ownership to ensure their continued protection.

(i) To establish a co-ordinated linear system of parkland within the urban area.

k) To provide for the needs of all persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and *linkages*, and, where practical, water-based resources.

3.6.3. Permitted Uses

The use of land designated Parks and Open Space shall include active and passive recreational uses, recreational and community facilities, *conservation uses*, nature trails, marinas, cemeteries and wildlife management. Small scale commercial uses, which are ancillary to and support the permitted Parks and Open Space designation, may also be permitted.

3.6.4. Policies

(a) Public parks and public open spaces may be located within any land use designation within the *Settlement Areas*. It is the intent of the Town to retain all existing Town parks and open spaces. These areas will be maintained as parks and open spaces with a range of facilities to meet the needs of residents and tourists.

(b) The Town shall coordinate the parks and open space system with an active transportation network to facilitate safe, pleasant connections for walking and cycling for both recreational purposes and everyday travel.

(c) Where possible, the Town will utilize natural heritage corridors to facilitate walking and cycling for both recreational purposes and everyday travel in accordance with the Town Trail and Bikeway network shown in this Plan. The network shown in this Plan also shows the Regional Bicycling Network.

(d) The parks and open space system is a major functional and aesthetic component of the Town and should be designed to provide a distribution of amenity spaces for a range of uses.

(e) Where medium density, high density residential or mixed-use *developments* are proposed, the Town in consideration of *development* applications may require the proponent to prepare a park need analysis based on Town standards for parkland rates and amenities, as provided in the Parks, Recreation and Culture Master Plan, which shall include the following:

(i) Identifies the location of nearby parks and the amenities available within 500 metres;
(ii) Identifies the parks and recreational needs based on the population of the proposed development and in accordance with Town parkland standards, as may be modified from time to time; and
(iii) Demonstrates that adequate park amenities are currently available or will be provided as part of the proposed *development* in accordance with Section 3.6.4 (g), to the Town's satisfaction.

~~(f)~~(g) Where larger developments are proposed that are isolated geographically from existing parks and amenities, the Town may consider the requirement for the proponent to provide a broad range of park amenities on-site.

~~(g)~~(h) The dedication of land or the acceptance of cash-in-lieu of land dedication for park purposes or other public *recreation* purposes required as a condition of *development* or *redevelopment* shall be in accordance with the following requirements, pursuant to Sections 42, 51.1 and 53 of the Planning Act, as amended, or any successor thereto:

(i) For commercial and industrial purposes:

1. The conveyance of 2% of the land being developed or redeveloped, pursuant to Section 42(1) of the Planning Act, as amended, or any successor thereto;

2. The payment of money equal to the value of the land required to be conveyed in Section 3.6.4(g~~e~~)(i)(a);

3. The value of the land shall be determined as of the day before the day the building permit is issued in respect of the development or redevelopment or, if more than one building permit is required for the development or redevelopment, as of the day before the day the first permit is issued pursuant to Section 42(6.4) of the Planning Act, as amended, or any successor thereto; and

4. Where the lands are subject to site plan approval or approval of an amendment to the Zoning By-law, the amount of the cash in lieu payment is to be based on the value of the land at the time of the approval of the site plan application or the approval of an amendment to the Zoning By-law, in accordance with Section 42(2.1) of the Planning Act, as amended, or any successor thereto. Section 3.6.4(d)(e)(i)~~(d)~~ does not apply if, on the date the first Building Permit is issued for the Development or Redevelopment, more than two (2) years have elapsed since the approval of the site plan application or the approval of the amendment to the Zoning By-law.

(ii) For all other purposes:

1. The conveyance of 5% of the land being developed or redeveloped, pursuant to Section 42(1) of the Planning Act, as amended, or any successor thereto, or the conveyance of land at the alternative rate of one (1) hectare for each six hundred (600) dwelling units proposed, whichever is greater, in accordance with Section 42(3) of the Planning Act;

2. The payment of money equal to five percent (5%) of the value of the land being Developed or Redeveloped; or the payment of money equal to the alternate rate of one (1) hectare for each one thousand (1,000) dwelling units proposed, whichever is greater;

3. The value of the land shall be determined as of the day before the day the building permit is issued in respect of the development or redevelopment or, if more than one building permit is required for the development or redevelopment, as of the day before the day the first permit is issued pursuant to Section 42(6.4) of the Planning Act, as amended, or any successor thereto;

4. Where the lands are subject to site plan approval or an amendment to the Zoning By-law, the amount of the cash in lieu payment is to be based on the value of the land at the time of the approval of the site plan application or the approval of an amendment to the Zoning By-law, in accordance with Section 42(2.1) of the Planning Act, as amended, or any successor thereto. Section 3.6.4(ge)(ii)(d) does not apply if, on the date the first Building Permit is issued for the development, more than two (2) years have elapsed since the approval of the site plan application or the approval of an amendment to the Zoning By-law;

5. The dedication of land required to be conveyed in Section 3.6.4(ge)(ii)(a) and/or the payment of money equal to the value of the land required to be conveyed in Section 3.6.4(ge)(ii)(b) shall be capped as follows:
   - In the case of land proposed for development or redevelopment that is five (5) hectares or less in area, 10% of the land or the value of the land, as the case may be; and
   - In the case of land proposed for development or redevelopment that is greater than five (5) hectares in area, 15% of the land or the value of the land, as the case may be; and

6. Permitted exemptions and reductions from dedication of lands for parks purposes and the payment of cash in lieu of parkland payments may be set out for the specified residential unit types as follows, in accordance with Section 42 of the Planning Act, as amended, or any successor thereto:
   - Additional residential units;
   - *Affordable* residential units;
   - Attainable residential units;
   - Inclusionary zoning units; and

Subject to Proclamation

- Non-profit residential units, all as defined in the Development Charges Act, as amended or any successor thereto.

(hf) To ensure that parkland dedications are of an acceptable quality, all sites dedicated as parkland must conform to the Town's Parks, Recreation and Culture Master Plan, must be accepted by the Town and must satisfy all of the following:

(i) Be relatively level and not required for drainage purposes, nor contain lands susceptible to flooding, have steep valley slopes or other physical features which are unsuitable for open space/park development;
(ii) Have good drainage characteristics;
(iii) Be centrally located within a neighbourhood or community context to provide convenient vehicular and pedestrian access;
(iv) Provide a reasonable park configuration to accommodate parks and recreational needs based on the park classification within the Parks Recreation and Culture Master Plan;
(v) Be visually prominent within the *development*;
(vi) Be provided with basic service requirements;
(vii) Be developed in accordance with the Town parkland standards, as may be modified from time to time;
(viii) The Town is satisfied that the lands provide a benefit to the neighbourhood or community;
(ix) Lands not satisfying all of these criteria may be deemed acceptable if they are important for achieving an identified trail connection. Dedication credits may be adjusted based on the relative value of the lands assessed according to the above criteria; and
(x) Lands with *wetlands* or woodlots retained for conservation purposes or within any natural heritage designation and/or which have been identified as hazard lands shall not be considered as part of the required minimum dedication of parkland pursuant to this section of the Plan.

(gi) In accordance with Section 42(4.31) of the Planning Act, as amended or any successor thereto, the Town may consider the acceptance of the following types of lands as contribution towards the parkland dedication requirements of Section 3.6.4(ge):

(i) Conveyance of part of an abutting parcel; or
(ii) Lands subject to an easement or other right-of-use restriction; or
(iii) Lands encumbered by below grade *infrastructure*; or
(iv) Other interest in land which is sufficient to allow the land to be used for parks or other public recreational purposes.

(hj) To ensure that lands considered by the Town as a contribution towards parkland in Section 3.6.4(ig) are acceptable to the Town, the lands must satisfy the applicable requirements of Section 3.6.4(hf) as well as the following requirements:

(i) Any easement, encumbrance, or right-of-use on the lands shall not limit or restrict the Town's access and use of the lands for the purposes intended;

(ii) The lands must remain open space and accessible to the general public at all times such that the function is consistent with that of a public park;

(iii) The lands must be located along the frontage and/or the exterior side yard of a parcel so that they are visible from a public street and easily accessed by the public;

(iv) The owner must at their expense and to the satisfaction of the Town, prepare at minimum, a design of the space which incorporates the following:
(a) Pedestrian comfort;
(b) Pedestrian access and circulation;
(c) Public safety;
(d) Active edges which connect with the Town's existing *public realm*;
(e) Are located such that they do not conflict with building servicing such as loading and vehicular parking;
(f) Provides design elements such as play structures, seating, tables, public art, landscaping, hard surfaces, lighting, weather protection, signage and other public amenities;

(v) An easement in favour of the Town is provided in perpetuity to ensure *public use* of the lands to the satisfaction of the Town; and

Subject to Proclamation

(vi) An agreement is entered into with the Town to set out the owner's obligations regarding construction of the space and facilities, maintenance (both repair and reconstruction), liability insurance, and operational issues such as garbage removal and snow removal.

(~~i~~k) The Town shall co-operate with the Niagara Peninsula Conservation Authority to examine the potential to establish a trail system within the Conservation Areas and a route which links these areas and the Town.

(l~~j~~) The Town shall co-operate with the Niagara Escarpment Commission and the Niagara Peninsula Conservation Authority to ensure the preservation and conservation of environmentally *sensitive* lands.

(m~~k~~) The Town shall utilize the Multi-Use Trail and Bikeway System Master Plan to implement trail and bikeway facilities through projects for the *development* and *redevelopment* of land and roadways.

(n~~l~~) *Development* within areas designated Parks and Open Space will complement the natural environment.

(o~~m~~) Within the urban areas, the Town shall, when possible, acquire land and/or accept parkland dedication along the lakeshore as it becomes available, to improve public access to, and recreational opportunities of, the waterfront. The lands assembled should be of a sufficient size to allow the development of a community park and

appropriate open space *linkages* along the lakeshore for the development of features such as walkways and bicycle paths. The Town may require as a condition of development or *redevelopment* and the dedication of parklands, the provision of suitable *shoreline protection* measures. Requests to close road allowances leading to Lake Ontario will only be considered if alternative public access is made available.

(pn) The route identified in this Plan for the Lake Ontario Waterfront Trail is interim. The Town in cooperation with the Region shall seek opportunities within the urban area to realign sections of the Trail to bring it closer to Lake Ontario to provide better views of the lake and better public access to the shoreline. In doing so The Town, in consultation with the Region, shall take into consideration:

(i) The broad public interest in the development of a Trail that provides recreational opportunities for local residents and supports tourism development; and
(ii) The protection and enhancement of *sensitive* natural heritage areas, of agricultural areas and of local heritage *character* and features.

Where *development* of lakefront land is proposed, a strip of land along the shoreline above the stable top-of-bank shall be dedicated by the landowner to a suitable public agency to form part of the Lake Ontario Waterfront Trail.

Where Town or Regional facilities exist or are to be developed in close proximity to the Lake Ontario shoreline, appropriate Waterfront Trail facilities shall be included wherever feasible.

(qo) In areas intended for Parks and Open Space uses in the vicinity of the lakeshore, The Town, where feasible and desirable, shall co-operate with the Provincial Ministries, Niagara Peninsula Conservation Authority and/or other relevant agencies in their efforts to establish recreational facilities and a functional water oriented open space network.

(rp) Municipal parkland acquisition and *development* shall complement, and not duplicate or compete with, the Bruce Trail and parkland in Niagara Escarpment lands, in the eventual establishment of a co-ordinated linear parkway system.

(qs) The Town, in the design and *development* of parks, open space areas and *recreation* facilities, shall encourage accessibility. for the physically disadvantaged.

(tr) In order to improve accessibility to existing and developing Parks and Open Space areas for the residents of the Town, the Municipality may require, as a condition of *development*/*redevelopment*, the dedication of land and construction of pedestrian walkways and/or *recreation* trails.

(su) This dedication of land and construction of pedestrian walkways shall not comprise or constitute a part of the required parkland dedication or cash payment in lieu of parkland dedication. Credit may be given for the dedication of land and construction

of facilities for recreational trails based on the relative value of the land assessed in accordance with the criteria in 3.6.4(e) and the value of constructed facilities.

(~~t~~v) The Town has a diverse topography one, which contains many features of an environmental, ecological, historical, archaeological and cultural nature. In order to preserve and protect these features as well as to make them available to the public for opportunities of low intensity, passive recreational usage, the Town shall develop a strategy to further identify the significance of, the preservation and protection of, and the public usage of these natural areas.

~~3.7. GREENFIELD AREA~~

~~The *A Place to Grow: Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow 2006(2019)* has identified a number of designated Greenfield Areas within the *Urban Area* designation. It is a Provincial and Regional requirement that lands identified as *Greenfield Area* be developed in such a manner as to attain a minimum population/employment *gross density* of 50 people and/or jobs per hectare. *Gross density* excludes lands designated as Natural Environment in this Plan. In this Plan, the *Greenfield Areas* have been identified on Schedules 'C1' and 'C2' to this Plan.~~

~~3.8.~~3.7. NATURAL ENVIRONMENT AREA

The policies of Section 4.2~~2~~.4 apply to all lands designated Natural Environment within the urban area.

~~3.9.~~3.8. NIAGARA ESCARPMENT PLAN AREA

The policies of Section 2.~~6~~4 apply to all lands designated Niagara~~atural~~ Escarpment Plan Area within the urban area.

~~PART 4~~

~~*ENVIRONMENTAL AND WATER MANAGEMENT RESOURCE POLICIES*~~

~~APPLICABILITY~~

~~The polices contained in this Section are intended to be applied generally throughout the Town, and are also intended to complement the Natural Environment policies articulated in Section 2. Where the policies of Section 4 and the policies elsewhere in this Plan conflict, the more restrictive policies shall prevail.~~

~~The intent of these policies is to maintain, support and enhance *ecosystem* health in the Town.~~

PART 4 *ENVIRONMENTAL & WATER*

The natural heritage system is made up of features such as wetlands, woodlands, valleylands, and wildlife habitat, as well as components such as linkages, buffers, supporting features and areas, and enhancement areas. The intent of the natural heritage systems is to preserve and enhance the biodiversity, connectivity, and long-term ecological function of the natural systems within the Niagara Region.

The water resource system is made up of both groundwater features and surface water features and areas. The intent of the water resource system is to protect the ecological and hydrological integrity of water resources and various watersheds within the Niagara Region.

The natural heritage and water resource systems are ecologically linked, rely on and support each other, and have many overlapping components. The establishment of these natural systems is required by Provincial policy. These systems have been integrated into this Plan and are known together as the Niagara Region natural environment system.

4.1 CLIMATE CHANGE AND ENERGY CONSERVATION

4.1.1 Introduction

The Town of Lincoln is experiencing the impacts of climate ~~I~~change. Local weather has become warmer and wetter, with more frequent extreme events, including heavy rainfall, flooding, windstorms, and extreme heat days. These climate-related events can lead to fallen trees, power outages, and other disruptions. The effects of climate change carry environmental, social, and financial costs, disproportionately affecting *vulnerable* populations and increasing risks for households, businesses, and governments.

It is the intent of these policies to ~~combat~~address ~~and mitigate~~ climate change through mitigative and adaptive actions that support energy efficiency and improve air quality. This is intended to be achieved by encouraging the reduction of energy consumption, enhancing carbon sinks, endorsing the *development* of compact and mixed-use neighbourhoods, and ~~and by~~ promoting innovative forms of alternative and renewable energy~~,~~ in land use and development patterns to reduce the Town's vulnerability to unacceptable impacts of climate change and build stronger community resilience. ~~:~~

4.1.2 Objectives

(a) Continue to implement policies and actions that will contribute to achieving the goals and objectives outlined in the Town's Corporate Climate Adaptation Plan;

(b) To commit to establishing targets and strategies to reduce greenhouse gas emissions and monitor progress towards the achievement of targets;

(c) To encourage energy conservation and the use of renewable energy resources to reduce demands for energy, water and waste systems.

(d) To reduce emissions from the ~~Region~~Town's corporate operations to lead by example and support achievement of community-wide efforts;

(e) To protect and enhance local and regional *ecosystems* and biological diversity.

(f) To integrate climate change considerations into planning and managing growth for more resilient communities and *infrastructure* including stormwater management systems and *public service facilities*.

(g) To develop *climate change* adaptation strategies to reduce vulnerabilities and improve resilience to extreme weather events and increased climate variability; and

(h) To identify land use planning policy direction that support the transition to *net-zero*, climate-resilient communities.

4.1.3 Policies

(a) In order to reduce energy consumption, reasonably compact forms of *development* shall be maintained in conjunction with efficient pedestrian, bicycle and vehicular transportation networks to promote active transportation.

(b) When considering built forms, *development* which results in extensive loss of sunlight to *adjacent land* use shall be discouraged.

(c) The Town will encourage on site alternative and/or *renewable energy systems, such as geothermal technology,* to service the on-site operation and reduce energy dependency.

(d) The Town shall encourage and support energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with applicable legislation, policies and regulations.

(e) The Town will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures.

(f) In order to encourage and facilitate energy conservation, energy efficient buildings design including passive solar energy ~~again~~, increased insulation, energy star appliances, *alternative energy systems* and conformity with LEED certification or similar construction shall be encouraged in all new buildings.

(g) Site plan control may be used to incorporate energy conservation measures into the final design. Such measures may include orientation and design of new buildings to maximize passive solar gain, cooling, ventilation, and lighting interior spaces and to minimize energy loss through appropriate construction standards and landscaping designed to moderate seasonal climatic variation.

(h) The Town may consider flexibility in zoning and site plan in order to accommodate variances in building orientation, landscape designs, lot coverage and other site or building characteristics which provide for increase energy efficiency.

(i) The Town encourages minimizing *negative impacts* from a changing climate by promoting the ecological benefits provided by nature and agricultural lands.

(j) The Town encourages the integration of *green infrastructure* such as new parks, open spaces, trails, community gardens, green roofs, street trees, urban tree canopy, *low impact development*, permeable surfaces, ~~and~~ *sustainable* stormwater management, and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment. ~~into energy and water conservation strategies.~~

(k) The Town encourages the integration of public charging *infrastructure* where feasible to promote uptake of zero-emissions vehicles.

(l) The Town encourages the mitigation of heat island effects by locating trees and other plantings to provide shading for parking lots, driveways and walkways.

(m) The Town encourages landowners to maintain, enhance or, wherever feasible, restore natural features on their property through a range of measures including, but not limited to, plantings, riparian restoration, conservation easements, vegetative buffers, invasive species identification and removal, citizen science projects, and wherever appropriate, fencing.

(n) The Town encourages *sustainable* landscape practices through the use of water efficient, drought resistant plant materials in parks, along streetscapes, and in public and private landscaping, including:

(i) Avoidance of turf grass areas, and when required, install drought resistant sod;

~~(i)~~(ii) Reduce the impact caused by new development on the natural hydrological cycle by installing permeable driveway and parking lot surfaces

~~(ii)~~(iii) Encouraging the implementation of Low Impact Development (LID) and Green *Infrastructure* site design strategies, as recommended in the Town's LID and Green *Infrastructure* Design Guidelines; and

~~(iii)~~(iv) Encouraging water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use.

(o) The Town encourages *sustainable* building design features, including building window design, which incorporates Dark-Sky Friendly Guidelines and Bird-Friendly Guidelines to mitigate light pollution an reduce bird collisions.

(p) The Town supports community outreach programs related to natural environment enhancement and climate change initiatives.

(q) The Town will explore opportunities to elevate standards for green building development in collaboration with the building development industry, *utility* providers, and community stakeholders.

(r) The Town encourages the inclusion of electric vehicle charging *infrastructure* in new developments, public parking areas, on-street parking, workplaces, and multi-unit residential buildings to support the transition to zero-emissions vehicles, including battery-electric, plug-in hybrid electric, and hydrogen fuel cell vehicles.

(s) The Town will consider local climate projects in the development of land-use policies, planning strategies, and municipal guidance documents.

(t) The Town will work towards the following:

(i) Developing and maintaining a municipal greenhouse gas emissions inventory, establishing emissions reduction targets, preparing strategies to reduce emissions, and monitoring progress over time;

(ii) Assessing local climate risks and vulnerabilities, and preparing climate change adaptation strategies informed by local and regional climate projections

(iii) Exploring opportunities to transition to a municipal zero-emissions vehicle fleet, where feasible.

4.2 NATURAL ENVIRONMENT SYSTEM

4.2.1. Introduction

The polices contained in this Section are intended to be applied generally throughout the Town. Where the policies of Section 4 and the policies elsewhere in this Plan conflict, the more restrictive policies shall prevail.

The purpose of the *Natural Environment System* designation is to improve, protect and enhance the *ecological integrity* of "The Natural Environment System" ~~as identified by the Region of Niagara~~ which includes the Greenbelt Plan Natural Heritage System. ~~-~~

4.2.2. Objectives

(a) To identify and protect the *natural heritage system* and water resource system which forms the natural environment system;

(b) To maintain, restore, and enhance the biodiversity and connectivity of natural features and their associated ecological and hydrological functions;

(c) To recognize the important role the natural environment system plays in mitigating the impacts of climate change by protecting and enhancing natural features;

(d) To identify and maintain *hydrologic functions* and connections among groundwater features, natural features, and *surface water features* including *shoreline areas*;

(e) To maintain wetland area and the hydrological and ecological functions they provide, and to enhance wetland cover where possible;

(f) To protect *woodlands* and their biodiversity, restore ecological functions, and enhance woodland cover through reforestation and restoration;

(g) To protect provincially and regionally significant earth science and life science *areas of natural and scientific interest*;

(h) To protect *other woodlands* as a way to maintain treed areas;

(i) To maintain protection for *woodlands* that have been disturbed in an effort to maintain tree cover;

(j) To protect *fish habitat* and the *habitat of endangered species and threatened species* in accordance with Provincial and Federal legislation; and

(k) To protect and enhance water resources through proactive *watershed* and *subwatershed planning*.

4.2.3 Components of the Natural Environment System

The land use policies which compromise the Natural Environment System are designated and identified on Schedules 'E1' and 'E2'. The *Natural Environment System* is comprised of the following individual components and features:

- ~~Groundwater features~~
  - ~~Recharge/discharge areas~~
  - ~~Water Tables~~
  - ~~Aquifers and unsaturated zones~~
  - ~~significant woodlands;~~
- ~~Surface water features~~
  - ~~Headwater drainage features~~
  - ~~Recharge/discharge areas~~

- ~~Associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics~~

- ~~Other hydrologic functions~~
- NES Significant Groundwater Recharge Areas
- Highly *Vulnerable* Aquifers
- Waterbodies
- *Shoreline areas*
- Significant *Woodlands*
- O~~o~~ther *Woodlands*;
- P~~p~~rovincially Significant Wetland;
- O~~o~~ther *Wetlands* and Non-Provincially Significant *Wetlands*;
- L~~l~~ife Science *Areas of Natural and Scientific Interest* (ANSI);
- E~~e~~arth Science *Areas of Natural and Scientific Interest* (ANSI);
- P~~p~~ermanent and Intermittent Streams;
- I~~i~~nland Lakes; and
- ~~l~~Linkages

In implementing these ~~policies~~policies, the Town recognizes that the natural environment is a broadly based system incorporating natural and working landscapes. Agricultural lands are not part of the Natural Environment System.

Nothing in this Section is intended to limit the ability of *agricultural uses* to continue with flexibility to evolve and expand in accordance with the policies of this Plan.

Not all of the features and components that make up the natural environment system can or have been mapped as part of the schedules to this Plan. Where features or components of the natural environment system listed in Schedule E1 are not mapped, detailed area-specific or site-specific studies such as an *environmental impact study*, hydrological evaluation, or *subwatershed study* are required for their identification.

Where through the review of an application for development or site alteration, or through the completion of a *subwatershed study*, it is found that there are features or components of the natural environment system or related ecological and/or *hydrologic functions* that have not been adequately mapped, evaluated, or protected, the applicant shall have an evaluation prepared by a qualified professional in consultation with ~~the Region~~, the Town and, where appropriate, the Conservation Authority. If the evaluation finds one or more *natural heritage features and areas*, key natural heritage features, or key hydrologic features, the policies of this Plan will be applied to the lands under application as appropriate.

Where lands are mapped or identified as two or more features or components of the natural environment system, the policies which provide the highest level of environmental protection shall apply in the event of any conflict.

4.2.4 Permitted Uses

Notwithstanding other policies in this Plan ~~or the Regional Official Plan~~, within the Natural Environment System and the Greenbelt Natural Heritage System, *development* and *site alteration shall* be limited to the following:

(a) forest, *fish*, and wildlife management;

(b) conservation and flood or erosion control projects, subject to demonstrating the project is necessary in the public interest and after all alternatives have been considered;

(c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;

(d) expansions to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses that have less of an environmental impact subject to demonstration that the use does not expand into a *natural heritage feature or area* unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

(e) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:

(i) there is no alternative, and the expansion or alteration in the feature is minimized and, in the *buffer*, is directed away from the feature to the maximum extent possible; and

(ii) the impact of the expansion or alteration on the feature and its *ecological functions* is minimized and mitigated to the maximum extent possible

(f) small-scale structures for recreational uses, including, but not limited to boardwalks, footbridges, fences, docks, and picnic facilities, subject to measures that are taken to minimize the number of such structures and their *negative impacts*.

4.3 LANDS IN THE NIAGARA ESCARPMENT PLAN AREA

Development and *site alteration* within and adjacent to *key natural heritage features* and *key hydrologic features* in the Niagara Escarpment Plan Area is subject to the policies of the Niagara Escarpment Plan.

Notwithstanding the above, the following types of minor construction is permitted within a vegetation protection zone provided there is no alternative without an *environmental impact study* and/or hydrological evaluation:

a. New buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* below 200m^2

b. Expansions to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* below 50 percent of the size of the original building, provided the expansion is less than 200m^2
c. New accessory buildings to a residential use (garage, workshop, etc.) below 50m^2
d. Expansions to existing accessory buildings to a residential use below 50 percent of the size of the original building;
e. Expansions to existing residential buildings below 50 percent of the size of the original building; and
f. Reconstruction of an existing residential dwelling of the same size at the same location.

Development or site alteration shall not be permitted in *other woodlands* unless is has been demonstrated through the preparation of an *environmental impact study* that there will be no negative impacts on the other woodland or its ecological functions. Outside of *settlement areas* *other woodlands* are subject to a 10-metre minimum buffer, in accordance with Official Plan policy 4.4.3. Inside of *settlement areas*, *other woodlands* are subject to an ecologically appropriate buffer to be determined at the time an application is made for development or site alteration. The aforementioned policies for *other woodlands* does not apply to new or expanding *mineral aggregate operations* or to new or expanding buildings or structures for *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* if they are located, designed, and constructed to minimize impacts on the natural environment system.

4.4 LANDS OUTSIDE OF THE PROVINCIAL NATURAL HERITAGE SYSTEM AND OUTSIDE NIAGARA ESCARPMENT

The policies of this section apply to lands in *settlement areas* (i.e. urban areas and hamlets) and other lands that are outside of a Provincial Natural ~~H~~heritage ~~S~~system and outside the Niagara Escarpment Plan Area.

Required outside of a Provincial N~~n~~atural ~~H~~heritage ~~S~~system and outside of *settlement areas* is a 30 metre wide vegetation protection zone adjacent to all *wetlands*, permanent and intermittent streams, and inland lakes and their littoral zones which are key hydrologic features.

Notwithstanding the above, a 15 metre wide vegetation protection zone applies to certain key hydrologic features in parts of the Greenbelt Plan area in accordance with the policies of the Greenbelt Plan.

Key hydrologic features are subject to the policies above. The balance of this section does not apply to key hydrologic features.

~~Mineral aggregate operations and wayside pits and quarries are permitted in the vegetation protection zone except in accordance with Provincial policy and section 4.3 of the Regional Official Plan.~~

4.4.1. Development and Site Alteration in Natural Heritage Features and Areas outside of a Provincial Natural Heritage System

Development and site alteration shall not be permitted in the following *natural heritage features and areas*:

(a) provincially significant *wetlands*;

(b) significant coastal *wetlands*; and
(c) significant *woodlands*.

Development and site alteration shall not be permitted in the following *natural heritage features and areas* unless it has been demonstrated through the preparation of an *environmental impact study* that there will be no negative impacts on the natural features or their ecological functions:

(a) *other woodlands*;
(b) significant *valleylands*;
(c) significant *wildlife habitat*; and
(d) *areas of natural and scientific interest*.

Notwithstanding the above, permitted uses in a natural heritage feature and area are limited to:

(a) forest, *fish*, and wildlife management;
(b) conservation and flood or erosion control projects, subject to demonstrating the project is necessary in the public interest and after all alternatives have been considered;
(c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;
(d) expansions to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses that have less of an environmental impact subject to demonstration that the use does not expand into a natural heritage feature or area unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;
(e) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:
    i. there is no alternative, and the expansion or alteration in the feature is minimized and, in the buffer, is directed away from the feature to the maximum extent possible; and
    ii. the impact of the expansion or alteration on the feature and its ecological functions is minimized and mitigated to the maximum extent possible; and
(f) small-scale structures for recreational uses, including, but not limited to boardwalks, footbridges, fences, docks, and picnic facilities, subject to measures that are taken to minimize the number of such structures and their negative impacts.

Notwithstanding any other policies of this Plan, development and site alteration in, and adjacent to *watercourses*, provincially significant *wetlands*, and *other wetlands* that are regulated by the Conservation Authority, may also be subject to the regulations and land use planning policies of the Conservation Authority. When development or site alteration is proposed in or adjacent to any *watercourse*, provincially significant wetland, significant valleyland, or other wetland the applicant shall contact the Conservation Authority, at which time Conservation Authority staff will advise the applicant and the Region of the land use or regulatory policies that will apply.

~~Notwithstanding (c) above, new or expanding mineral aggregate operations may be permitted in significant woodlands if it has been demonstrated through the preparation of an environmental impact study that there will be no negative impacts on the natural feature or its ecological functions.~~

Notwithstanding the above, while the Niagara Peninsula Conservation Authority may permit offsetting of *wetlands* under its policies and in accordance with its regulatory role, the use of offsetting for any natural heritage feature and areas, key natural heritage features, or key hydrologic features is not supported by the policies of this Plan.

Where an other wetland in a settlement area has been identified, and it is determined that it is not regulated by the Conservation Authority:

(a) the Town ~~Region~~ shall require that an evaluation be undertaken through an *environmental impact study*, and if required, a wetland evaluation using the Ontario Wetland Evaluation System, and/or hydrological evaluation as part of an application for development or site alteration, or through a *subwatershed study* to determine the appropriate classification and protection or management of the feature;

(b) outcomes of the evaluation completed with the above could include the in-situ protection with appropriate buffers or incorporation of the *hydrologic function* into the design of the development in accordance with the following:

i. if the other wetland is a treed community with a canopy coverage greater than 25 per cent, and the other criteria for *other woodlands* are met, the other woodland policies of this Plan shall apply;

ii. if the other wetland is a treed community with a canopy coverage greater than 60 per cent, and the other criteria for significant *woodlands* are met, the significant woodland policies of this Plan shall apply;

iii. no negative impact on the ecological function of the other wetland; and

iv. maintain the *hydrologic function* of the other wetland;

(c) if the evaluation finds one or more other *natural heritage features and areas*, the appropriate other policies of the Plan shall be applied to the lands and natural features that are subject to the application to development or site alteration.

Nothing in this Plan is intended to limit the ability of existing *agricultural uses* to continue in areas that are the site of a natural heritage feature or area.

4.4.2. Development and Site Alteration in Adjacent Lands outside of a Provincial Natural Heritage System

A proposal for new development or site alteration outside of a Provincial *natural heritage system* which is adjacent to a natural heritage feature or area shall require an *environmental impact study* and/or hydrological evaluation to determine that there will be no negative impacts on the feature, ecological function, or *hydrologic function* in accordance with the *adjacent lands* distances outlined below: ~~in the Regional Official Plan~~

Natural Heritage Feature and Area	Adjacent Lands
Provincially Significant Wetland	120 metres
Significant Costal Wetland	120 metres
Significant Woodland	120 metres
Other Woodland	50 metres

Significant Valleyland	50 metres
Significant *Wildlife Habitat*	50 metres
Habitat of Endangered Species and *Threatened Species*	50 metres
Life Science *Areas of Natural and Scientific Interest*	50 metres

~~.~~:

The requirement for an *environmental impact study* and/or hydrological evaluation may be waived if the proposed development or site alteration is minor and is not anticipated to have a negative impact on the natural environment system in accordance with the policies of this Plan and applicable Provincial Policies. ~~The requirement for an environmental impact study and/or hydrological evaluation may be scoped if the proposed development or site alteration is minor and is not anticipated to have a negative impact on the natural environment system in accordance with the policies of this plan provincial policies and the environmental impact study and/or hydrological evaluation guidelines.~~

Notwithstanding the above, an *environmental impact study* will not be required for a proposal for development or site alteration on a site where the only natural heritage feature and area is the *habitat of endangered species and threatened species*.

Notwithstanding the above, new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* will not be required to undertake an *environmental impact study* and/or hydrological evaluation if a minimum 30 metre buffer is provided from a natural heritage feature and area.

4.4.3. Buffers Outside of Settlement Areas and Outside of a Provincial Natural Heritage System

Outside of *settlement areas* a minimum buffer on all *natural heritage features and areas* is required, as set out in the table below: ~~Regional Official Plan.~~

Natural Heritage Feature and Area	Minimum Buffer
Provincially Significant Wetland	30 metres
Significant Woodland	20 metres
Other Woodland	10 metres
Significant Valleyland	15 metres
Life Science *Areas of Natural and Scientific Interest*	20 metres

Notwithstanding the above minimum buffer requirementss, the following types of minor construction is permitted within *adjacent lands* and minimum buffers provided there is no alternative, without an *environmental impact study* and/or *hydrologic evaluation*:

(a) New buildings and structures for agricultural uses, agriculture-related uses, or on-farm diversified uses below 200m^2

(b) Expansions to existing buildings and structures for agricultural uses, agriculture-related uses, or on-farm diversified uses below 50 percent of the size of the original building, provided the expansion is less than 200m^2

(c) New accessory buildings to a residential use (garage, workshop, etc.) below 50m^2

(d) Expansions to existing accessory buildings for a residential use below 50 percent of the size of the original building,

(e) Expansions to existing residential buildings below 50 percent of the size of the original building; and

(f) Reconstruction of an existing residential dwelling of the same size in the same location.

Given the variability in the type, form, and function of significant *wildlife habitat* existing on the landscape, the width of the required minimum buffer is to be established through the completion of an *environmental impact study* or *subwatershed study*.

Development or site alteration shall not be permitted in the minimum buffer set out in this Plan ~~the Regional Official Plan~~, with the exception of that described above or *infrastructure* serving the agricultural sector, unless it has been demonstrated through the preparation of an *environmental impact study* that there will be no negative impacts and the buffer will continue to provide the ecological function for which it was intended.

Notwithstanding the above, outside of *settlement areas*, consideration can be given to including passive recreational uses such as trails in buffers if it has been demonstrated that the buffer will continue to provide the ecological function for which it was intended.

4.4.4. Buffers in Settlement Areas

Within *settlement areas*, mandatory buffers from *natural heritage features and areas* are required. The width of an ecologically appropriate buffer would be determined through an *environmental impact study* and/or hydrological evaluation at the time an application for development or site alteration is made, or through the completion of a *subwatershed study* in support of a secondary plan or other large scale development. The width of the buffer would be based on the sensitivity of the ecological functions from the proposed development or site alteration, and the potential for impacts to the feature and ecological functions as a result of the proposed change in land use.

Development or site alteration shall not be permitted in the mandatory buffer, with the exception of that described above or *infrastructure* serving the agricultural sector unless it has been demonstrated through the preparation of an *environmental impact study* that there will be no negative impacts and the buffer will continue to provide the ecological function for which it was intended.

Notwithstanding any other policy in this Plan, the Conservation Authority has its own buffer requirements for *watercourses* which shall apply. Reductions in any buffer required by the Conservation Authority may be considered in *settlement areas* where supported by a site specific study that is approved by the Town, ~~the Region,~~ and the Conservation Authority.

Notwithstanding the above, within *settlement areas*, consideration can be given to including passive recreational uses such as trails in buffers, provided an appropriate buffer width is maintained, as determined through the *environmental impact study* and/or hydrological evaluation.

4.4.5. Refinements to the Limits of the Natural Environment System

Changes to the limits or classification of individual features or components of the natural environment system identified through criteria included in Appendix 1 of this Plan ~~Regional criteria~~ may be considered through the submission of an *environmental impact study* and/or hydrological evaluation based on a terms of reference approved by the Region, in accordance with the policies of this Plan, and in consultation with the Conservation Authority as appropriate.

If the change to the limit or classification of an individual feature or component of the natural environment system identified through criteria included in Appendix 1 of this Plan ~~Regional criteria~~ can be justified to the satisfaction of the Town~~Region~~, an amendment to this Plan shall not be required. ~~Further details on the scope of the study required to support a change to the limit or classification of the natural environment system will be included in the Region's Environmental Impact Study Guidelines and/or Hydrological evaluation Guidelines.~~

Changes to the limit or classification of individual features or components of the natural environment system identified through criteria included in Appendix 1 of this Plan ~~Regional criteria~~ may also be considered through the findings of a *subwatershed study* completed to the satisfaction of the Town~~Region~~, in consultation with the Conservation Authority as appropriate. If the change to the limit or classification of an individual feature or component of the natural environment system can be justified to the satisfaction of the Town~~Region~~, an amendment to this Plan shall not be required.

Changes to the limit or classification of individual features of the natural environment system identified through Provincial criteria requires approval from the Province. If the change to the limit or classification of an individual feature has been approved by the Province, an amendment to this Plan shall not be required.

~~Notwithstanding the above, the limits of the Provincial natural heritage system can only be refined through the completion of a municipal comprehensive review.~~

Where the limits of a feature or component of the natural environment system have been refined through an approved *environmental impact study*, hydrological evaluation, or *subwatershed study*, the lands that are no longer included as part of the natural environment system overlay shall continue to be designated based on the underlying land use, unless otherwise determined through a *Planning Act* application.

Updates to the appropriate schedules to this Plan shall be made on a regular basis by the Town to incorporate any approved refinements to the natural environment system.

4.4.6. Existing Lots & Lot Creation

Where development or site alteration is proposed within or adjacent to the natural environment system, new lots shall not be created which would fragment a natural heritage feature or area, key natural heritage feature, or key hydrologic feature. The lands to be retained in the natural environment system shall remain in a natural state. The natural feature and any required buffer

or vegetation protection zone shall be maintained in a single block and zoned to protect the natural features and its ecological functions.

Applications for a lot boundary adjustment shall avoid the fragmentation of provincially significant *wetlands* and significant *woodlands*.

Applications for lot boundary adjustment should avoid the fragmentation of other *natural heritage features and areas*, key natural heritage features or key hydrologic features wherever possible and practical.

4.5 LANDS WITHIN THE PROVINCIAL NATURAL HERITAGE SYSEM

The policies of this section apply to lands within the mapped Provincial natural heritage system.

Notwithstanding the above, the policies of this section that apply to key hydrologic features apply in all areas outside of *settlement areas* whether or not they are in the mapped Provincial natural heritage system in accordance with Provincial policy.

Required within the Provincial natural heritage system is a 30 metre wide vegetation protection zone adjacent to significant *woodlands*, *wetlands*, as well as permanent and intermittent streams and inland lakes.

Notwithstanding the above, a 15 metre wide vegetation protection zone applies to certain key hydrologic features in parts of the Greenbelt Plan area in accordance with the policies of the Greenbelt Plan.

Development or site alteration shall not be permitted in key natural heritage features that are within the Provincial natural heritage system or in any key hydrologic features outside of *settlement areas* except for:

(a) forest, *fish*, and wildlife management;
(b) conservation and flood or erosion control projects, subject to demonstrating the project is necessary in the public interest and after all alternatives have been considered;
(c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;
(d) all existing uses in the Greenbelt Plan Area;
(e) *mineral aggregate operations* and *wayside pits and quarries* except in accordance with Provincial policy and this Plan~~the Regional Official Plan~~;
(f) recreational uses in the Greenbelt Plan Natural Heritage System in accordance with this Plan ~~e Regional Official Plan~~;
(g) expansions to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses that have less of an environmental impact, subject to demonstration that the use does not expand into the key hydrologic feature or key natural heritage feature or vegetation protection zone unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

(h) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:
(i) there is no alternative, and the expansion or alteration in the feature is minimized and, in the vegetation protection zone, is directed away from the feature to the maximum extent possible; and
(j) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible; and
(k) small-scale structures for recreational uses, including but not limited to, boardwalks, footbridges, fences, docks, and picnic facilities, if measures are taken to minimize the number of such structures and their negative impacts.

Nothing in this Plan is intended to limit the ability of existing *agricultural uses* to continue on a site that has a key natural heritage feature or key hydrologic feature.

4.5.1. Development and Site Alteration in Adjacent Lands within a Provincial Natural Heritage System

A proposal for new development or site alteration within 120 metres of any key natural heritage feature within a Provincial *natural heritage system* or any key hydrologic feature outside of *settlement areas* will require an *environmental impact study* and/or hydrological evaluation that identifies a vegetation protection zone, which:

(a) protects the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change;
(b) is established to achieve and be maintained as natural self-sustaining vegetation; and
(c) for *wetlands*, *seepage areas and springs*, *fish habitat*, permanent and intermittent streams, inland lakes and significant *woodlands*, is no less than 30 metres measured from the outside boundary of the feature.

Studies and evaluations undertaken in accordance with the above will also identify any additional restrictions to be applied before, during, and after development to protect the *hydrologic functions* and ecological functions of the feature.

Development or site alteration shall not be permitted in the vegetation protection zone, with the exception of that described above, shoreline development as permitted in accordance with this Plan~~he Regional Official Plan~~.

Notwithstanding the above, an *environmental impact study* will not be required for a proposal for development or site alteration on a site where the only key natural heritage feature is the *habitat of endangered species and threatened species*.

Notwithstanding the above, new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* shall not be required to undertake an *environmental impact study* and/or hydrological evaluation if a minimum 30 metre vegetation protection zone is provided from a key natural heritage feature or key hydrologic feature.

Uses permitted in accordance with the above:

(a) are exempt from the requirement of establishing a condition of natural self-sustaining vegetation if the land is, and will continue to be, used for agricultural purposes, and;
(b) will pursue best management practices to protect and restore key natural heritage features, key hydrologic features, and their functions.

4.5.2. Development and Site Alteration within a Provincial Natural Heritage System

If a site is within the mapped Provincial *natural heritage system*, and if an application for development or site alteration is to be made, the policies above apply, regardless if the site is in a key natural heritage feature, key hydrologic feature, vegetation protection zone, or in *adjacent lands*.

New development or site alteration within a Provincial *natural heritage system* shall demonstrate that:

(a) there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
(b) connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
(c) the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible; and
(d) except for uses described in and governed by the policies dealing with *mineral aggregate resources*, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the *total developable area*, and the impervious surface will not exceed 10 per cent of the *total developable area*;
(e) e. with respect to golf courses, the disturbed area will not exceed 40 per cent of the *total developable area*; and

(f) ~~f.~~ at least 30 per cent of the *total developable area* will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies dealing with *mineral aggregate resources*.

Notwithstanding the above, the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* are permitted. New buildings or structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* are not subject to the policies above but are subject to the policies for lands within the Provincial Natural Heritage System.

4.5.3. Key Hydrologic Areas, Key Hydrologic Features, and Other Important Water Resources

Development or site alteration shall not be permitted unless it can be demonstrated that it will not have negative impacts on:

(a) the quantity and quality of water in key hydrologic areas, key hydrologic features, sensitive *surface water features*, and sensitive *ground water features*;
(b) the *hydrologic functions* of key hydrologic areas, key hydrologic features, sensitive *surface water features*, and sensitive groundwater features;
(c) the interaction and linkage between key hydrologic areas, key hydrologic features, sensitive *surface water features*, and sensitive groundwater features and other components of the natural environment system;
(d) the natural hydrologic characteristics of *watercourses* such as base flow, form and function, and headwater drainage areas;
(e) natural drainage systems and shorelines areas; and
(f) flooding or erosion.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve, or enhance key hydrologic areas, key hydrologic features, sensitive *surface water features*, sensitive groundwater features, and their *hydrologic functions*. The ~~Region,~~ Town, or the Conservation Authority may require establishment of appropriate development conditions and monitoring programs through the development approval process.

The Town encourages the restoration of natural stream form and flow characteristics through the development approval process where appropriate.

As much of the area adjacent to the shorelines of *watercourses* and Lake Ontario as possible shall be maintained as a naturally vegetated shoreline where new lots are being created, where vacant lots are being developed, and when redevelopment on existing lots is proposed. Specifically:

(a) the vegetated shoreline should span the entire water frontage and be at least 15 metres in depth from the normal high water mark;
(b) where redevelopment is proposed, the vegetated shoreline should be achieved through ecological enhancements and the regeneration of natural features to the extent feasible; and
(c) on waterfront lots, outside of the vegetated shoreline area, every effort shall be made to retain existing native vegetation where possible and to augment existing vegetation where needed.

Groundwater is an important resource to all Lincoln residents and specifically a source of potable drinking water to many rural residents. It is an important, vital source of water to rural residents in Lincoln.

Key hydrologic areas are part of the natural environment system and are mapped as a separate overlay on Schedule E2.

Development or site alteration shall not have negative impacts on key hydrologic areas or their *hydrologic functions*. In areas where development and site alteration could have negative impacts on groundwater quality or quantity the ~~Region or~~ Town shall require further review of potential impacts through the completion of a *subwatershed study* or through the completion of a hydrological evaluation during the review of an application for development or site alteration.

Outside of *settlement areas*, proposals for large-scale development proceeding by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan may be permitted within a key hydrologic area where it is demonstrated through a hydrological evaluation that the *hydrologic functions*, including the *quality and quantity of water*, of these areas will be protected and, where possible, enhanced or restored through:

(a) the identification of planning, design, and construction practices and techniques;
(b) meeting other criteria and direction set out in a *watershed* plan or *subwatershed* studies if applicable; and
(c) meeting any applicable Provincial standards, guidelines, and procedures.

The above does not apply to major development in the Greenbelt Plan area that is a new or expanding building or structure for *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* where the total impervious surface does not exceed 10 per cent of the lot.

The ~~The Region encourages the~~ Town ~~to~~ requires site plan approval on all lots within key hydrologic areas where *individual on-site sewage services* are proposed.

4.5.4. Other Woodlands

Other woodlands are identified and considered a natural heritage feature. The location of known *other woodlands* is shown on Schedule E1.

Development or site alteration shall not be permitted in *other woodlands* unless it has been demonstrated through the preparation of an *environmental impact study* that there will be no negative impacts on ~~the other woodland or its~~its ecological functions.

Inside of *settlement areas other woodlands* are subject to an ecologically appropriate *buffer* to be determined at the time an application is made for development or site alteration in accordance with ~~the Regional Official Plan~~ Section 4.4.4 of this Plan. ~~.~~

Notwithstanding the above policies related to *other woodlands* do not apply to new or expanding *mineral aggregate operations*.

Notwithstanding the above policies related to *other woodlands* do not apply to new or expanding buildings or structures for *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* if they are located, designed, and constructed to minimize impacts on the natural environment system.

4.5.5. Fish Habitat

Development or site alteration shall not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. In order to determine whether *fish habitat* is present, proponents of development or site alteration shall be required to screen for the presence of *fish habitat* to the satisfaction of the TownRegion.

If *fish habitat* is determined to be present, a *fish habitat* assessment undertaken by a qualified professional shall be required for development or site alteration within or adjacent to *fish habitat*. Development or site alteration may be exempt from this requirement provided that:

(a) the development satisfies Federal and Provincial requirements or has been specifically authorized by the appropriate approval authority; and
(b) the regulated *setback*, vegetated shoreline, stormwater management, and slope related policies of this Plan are met, and the proposal is not for major development.

4.5.6. Habitat of Endangered Species and Threatened Species

Development or site alteration shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *Provincial and Federal requirements*.

Where the potential for the *habitat of endangered species and threatened species* is identified, the Provincial Ministry with jurisdiction shall be contacted by the proponent for technical advice and to delineate and confirm the presence of habitat.

In order to determine the presence of, and to assess the impacts that proposed development and activities may have on the *habitat of endangered species and threatened species*, a site assessment by a qualified professional is generally required to be completed using accepted protocols. The assessment shall identify whether the habitat is present and whether the proposed activities will have any impact on *endangered species* and *threatened species* or their habitat. The site assessment may be combined with a broader *environmental impact study*. The Province should be contacted for further direction regarding site-specific proposals.

It is the responsibility of a proponent to work directly with the Province to determine that the *Endangered Species Act* has been, or will be, complied with as a condition of any permit received from the Provincial Ministry with jurisdiction.

4.5.7. Provincially and Regionally Significant Earth Science Areas of Natural and Scientific Interest

Development and site alteration shall not be permitted within a provincially or regionally significant earth science area of natural and scientific interest or within 50 metres of the feature unless it can be demonstrated that there will be no negative impacts on the geologically significant features, or the interpretative and scientific value for which the earth science area of natural and scientific interest was identified. Applications for development and site alteration which have the potential for negative impacts shall be accompanied by an earth science heritage evaluation which shall

be reviewed in consultation with the Provincial Ministry with jurisdiction. The earth science heritage evaluation shall:

(a) identify planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the earth science area of natural and scientific interest was identified; and
(b) determine whether a *buffer* is required, and if so, specify the width of that *buffer*.

Notwithstanding the above policies related to significant earth science *areas of natural and scientific interest* do not apply to new or expanding *mineral aggregate operations*.

4.5.8. Supporting Features and Areas

Supporting features and areas are lands that have been restored or have the potential of being restored, and include:

(a) grasslands, thickets, and meadows that support the ecological functions of adjacent key natural heritage features, key hydrologic features, and/or *natural heritage features and areas*;
(b) *valleylands*, which includes lands that may have ecological and/or *hydrologic functions*, that are not significant *valleylands*, and are not the site of a permanent or intermittent stream that is regulated by the Conservation Authority;
(c) *wildlife habitat* that is not considered to be significant *wildlife habitat*; and
(d) enhancement areas.

The presence of *supporting features and areas* shall be screened for by a proponent when an *environmental impact study* and/or hydrological evaluation is required to support a development or site alteration application both inside and outside of *settlement areas* or when a *subwatershed study* is being undertaken.

If *supporting features and areas* are identified through an *environmental impact study*, hydrological evaluation, or *subwatershed study* an evaluation shall determine:

(a) the extent of the supporting feature or area along with its ecological functions and relationship to nearby key natural heritage features, key hydrologic features and/or *natural heritage features and areas*;
(b) whether the supporting feature or area should be protected because it supports the ecological and/or *hydrologic functions* of nearby key natural heritage features, key hydrologic features and/or *natural heritage features and areas*; and
(c) conditions to be attached to the approval of the proposed development or site alteration.

4.5.9. Enhancement Areas

Enhancement areas are intended to consist of natural self-sustaining vegetation that increase the ecological resilience and function of individual key natural heritage features, key hydrologic features and/or natural features and areas, or groups of such features, by:

(a) increasing the size of key natural heritage features, key hydrologic features and/or *natural heritage features and areas*;
(b) connecting key natural heritage features, key hydrologic features and/or *natural heritage features and areas* to create larger contiguous natural areas;
(c) improving the shape of key natural heritage features, key hydrologic features and/or *natural heritage features and areas* to increase interior habitat conditions; or
(d) including critical function zones and important catchment areas for sustaining ecological functions.

The presence of potential enhancement areas shall be screened for by a proponent when an *environmental impact study* and/or hydrological evaluation is required to support an application for development and site alteration both inside and outside of *settlement areas* or when a *subwatershed study* is being undertaken. In the case where an enhancement area is identified within the study, the enhancement area shall be planted and left as natural self-sustaining vegetation. The enhancement area may also be designed to include other compatible land uses and *infrastructure*, such as stormwater management ponds, if it can be demonstrated that the long-term ecological function of the enhancement area would be retained.

When carrying out an *environmental impact study*, hydrological evaluation, or *subwatershed study* to determine whether enhancement areas should be identified within or adjacent to a feature, an evaluation shall be completed that:

(a) assesses the potential ecological benefit of an enhancement area to the nearby key natural heritage feature, key hydrologic feature and/or natural heritage feature and area. An example would be an enhancement area to fill in a gap, close in an indent, or connect two separate features;
(b) considers the most appropriate shape/extent of an enhancement area so that the ecological functions of the nearby key natural heritage feature, key hydrologic feature and/or natural heritage feature and area are enhanced; and
(c) considers how the function and spatial extent of an enhancement area can be incorporated into the design and layout of the proposed development; and
(d) assesses the potential for compatible uses such as stormwater management facilities within the enhancement area to ensure that the intended ecological function of the enhancement area is achieved.

4.5.10. Linkages

Large, medium, and small *linkages* outside of *settlement areas* and outside of the Provincial *natural heritage system* and small *linkages* inside of *settlement areas* which are identified between *natural heritage features and areas*, key natural heritage features, and key hydrologic features are shown on Schedule E1.

Only *linkages* which have been mapped as part of the natural environment system are shown on Schedule E1. Opportunities for additional, ecologically appropriate, *linkages* shall be screened for when a *subwatershed study* is being completed in support of a secondary plan.

When a *subwatershed study* is being undertaken, or when development or site alteration is proposed in, or within 30 metres of a linkage shown on Schedule E1, an evaluation shall be completed that:

(a) assesses the ecological features and functions of a linkage, including its vegetative, wildlife, and/or landscape features or functions;
(b) identifies appropriate boundaries/widths that permit the movement of wildlife between nearby key natural heritage features, key hydrologic features, and/ or *natural heritage features and areas*;
(c) describes the ecological functions the linkage is intended to provide and identifies how these ecological functions can be maintained or enhanced within a development proposal;
(d) assesses the potential for compatible uses including, but not limited to, stormwater management ponds, passive recreational uses, and trails within the linkage to determine how the intended ecological functions of the linkage can be maintained or enhanced;
(e) assesses potential impacts on the linkage as a result of the development; and
(f) makes recommendations on how to protect, enhance, or mitigate impacts on the linkage and its ecological functions through avoidance and planning, design, and construction practices.

Possible outcomes of an evaluation carried out in accordance with the above include:

(a) the incorporation of the linkage into the development, such that development would not occur on those lands;
(b) the incorporation of the linkage into the development, with linear *infrastructure*, and other *infrastructure* and associated small scale structures permitted in the linkage in such a manner that protects the long-term ecological function of the linkage;
(c) the refinement of the location, form, size, shape, or ecological function of the linkage; or
(d) the elimination of the linkage based on area or site-specific analysis. If a linkage is proposed to be eliminated it must be demonstrated to the satisfaction of the Town ~~Region~~ that:

(i) maintaining a linkage is not necessary for ecological reasons;
(ii) the loss of the linkage will not decrease the overall ecological connectivity in the area; and
(iii) the linkage is not required to support the long-term sustainability of the overall natural environment system.

In a case where all or part of a linkage area is retained in accordance with (a), (b), or (c), the lands within the linkage area shall be planted and left as natural self-sustaining vegetation (except for those lands used for *infrastructure* - if permitted) or remain in agricultural use. The linkage may

also be designed to permit compatible uses as evaluated in the above so long as the ecological function of the linkage is maintained.

Notwithstanding the above, the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* are permitted within a mapped linkage shown on Schedule E1.

Notwithstanding the above, the following types of minor construction is permitted within a linkage shown on Schedule E1, provided there is no alternative, without a requiring an evaluation:

(a) new accessory buildings to a residential use (garage, workshop, etc.) below 50 m2 ;
(b) expansions to existing accessory buildings to a residential use below 50 per cent of the size of the original building;
(c) expansions to existing residential buildings below 50 per cent of the size of the original building; and
(d) reconstruction of an existing residential dwelling of the same size in the same location.

Notwithstanding the above, the policies of this section do not apply to new or expanding *mineral aggregate operations*.

4.5.11. Natural Features that have been Disturbed

Where a feature was identified as a significant woodland or other woodland as of the date of approval of this Plan ~~is Plan~~, and no longer meets the definition of significant woodland or other woodland because of either a natural or anthropogenic disturbance, the feature shall retain its status as either a significant woodland or other woodland and the policies of this plan shall continue to apply.

Where a natural heritage feature and area, key natural heritage feature, or key hydrologic feature has been removed without authorization in advance of making, or prior to approval of, an application for development or site alteration, ~~Regional,~~ then Town ~~Local~~, and/or Conservation Authority staff shall use all available information to determine the limit and classification of the feature that existed, and restoration of the feature shall be required through the approval of the application for development or site alteration.

4.5.12. Enhancements to the Natural Environment

The Town supports enhancements to the natural environment system to support ecological functions and improve *ecological integrity* of the natural environment system. Enhancements can be as a result of a range of specific actions being undertaken by a landowner, developer, or public agency.

Where the preparation of a *subwatershed study* or an *environmental impact study* is required, the study shall demonstrate how enhancements to ecological function, *ecological integrity*, or

biodiversity of the natural environment system can be achieved, and will be implemented, through for example:

(a) increases in the spatial extent of a feature or features;
(b) increases in biological and habitat diversity;
(c) enhancement of ecological system function;
(d) enhancement of *wildlife habitat*;
(e) enhancement or creation of *wetlands*, water systems or *woodlands*;
(f) enhancement of riparian corridors;
(g) enhancement of ecological services;
(h) enhancement of groundwater recharge areas; and
(i) establishment or enhancement of *linkages* or connectivity between key natural heritage features, and/or *natural heritage features and areas*.

4.5.13. Aquatic Species at Risk

In accordance with Federal requirements, where development or site alteration is proposed that could have an impact on aquatic species at risk an *environmental impact study* shall be required to demonstrate that:

(a) all reasonable alternatives have been considered to reduce and minimize impacts to natural features and ecological functions, and the best solution has been adopted; and
(b) the proposed development or site alteration activities will not jeopardize the survival, recovery and conservation of species at risk listed in Schedule 1 of the *Species at Risk Act* or in Ontario Regulation 230/08, including their residences and critical habitat.

4.5.14. Cumulative Impacts

The consideration of cumulative impacts shall be required when an *environmental impact study*, hydrological evaluation, or *subwatershed study* is undertaken.

Where cumulative impacts are being considered, the proponent shall be required to provide an overview of previous studies as provided by the ~~Region,~~ Town, or the Conservation Authority (if available), related to development impacts on the same or adjacent feature as it relates to impacts on the natural environment system.

4.5.15. Natural Hazards

Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

(a) ~~hazardous lands adjacent to the shorelines of Lake Erie and Lake Ontario which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;~~

(b) *hazardous lands* adjacent to river, stream, and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and
(c) *hazardous sites*.

Development or site alteration shall not be permitted within:

(a) the *dynamic beach hazard*;
(b) ~~defined portions of the flooding hazards along the Niagara River;~~
(c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and
(d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

Notwithstanding the above, development or site alteration may be permitted in certain areas associated with the *flooding hazard* along river, stream and small inland lake systems:

(a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of the Provincial Ministries with jurisdiction prior to the approval authority approving such changes or modifications; or
(b) where the development is limited to uses that by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses that do not affect flood flows.

Development shall not be permitted in *hazardous lands* and *hazardous sites* where the use is:

(a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares, and schools;
(b) an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations; or
(c) uses associated with the disposal, manufacture, treatment, or storage of *hazardous substances*.

Where a *two zone concept* for *floodplain*s is applied, development and site alteration may be permitted in the *flood fringe*, subject to appropriate flood proofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Provincial Ministry with jurisdiction.

Further to the above, and except where prohibited as stated above, development and site alteration may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor and could be mitigated in accordance with Provincial standards, the following criteria will be demonstrated:

(a) development and site alteration are carried out in accordance with flood proofing, protection works, and *access standards*;

(b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion, and other emergencies;
(c) new hazards are not created, and existing hazards are not aggravated; and
(d) no adverse environmental impacts will result.

4.5.16. Woodland Cover

The Town supports opportunities for enhancement of woodland cover, which may be achieved through a number of means, including but not limited to: ~~including, but not limited to:~~

(a) the development and implementation of a Regional Greening Initiative;
(b) regional and Town efforts of tree planting, as well as tree planting programs of the Conservation Authority and other public or private organizations;
(c) private land stewardship that includes protection of existing tree cover and tree planting efforts;
(d) land acquisition or dedication of private land to the Region, Town, Conservation Authority, or other public or private organizations for tree planting and reforestation efforts;
(e) identification of woodland enhancement areas through the completion of *watershed* plans, *subwatershed* studies, or similar plans;
(f) required tree and woodland protection and planting through the application process for development or site alteration; and
(g) the development of a region-wide strategy for land protection, preservation and securement.

Woodland cover shall be maintained or enhanced in the ~~region~~Town by 2051~~.~~ in accordance with the Town Private Property Tree By-law and Tree Protection and Enhancement Policy and in accordance with Section 8.5 of this Plan.

4.5.17. Wetland Cover

The Town supports opportunities to maintain and restore wetland functions at a *watershed* and *subwatershed* scale based on historic reference ~~conditions.~~conditions. Wetland cover shall be maintained or enhanced in the ~~Region~~Town by 2051.

4.5.18. Riparian Vegetation Cover

Naturally vegetated riparian areas adjacent to permanent and intermittent streams, *wetlands*, and other waterbodies shall be maintained or enhanced in the Town to support the protection and maintenance of aquatic functions.

The Town supports opportunities for enhancement of riparian vegetation cover which may be achieved through a number of means including:

(a) requiring ~~a~~ naturally vegetated shorelines along permanent and intermittent streams and adjacent to *wetlands* and waterbodies as part of an application for development or site alteration;

(b) working with private landowners and the agricultural community to support stewardship efforts such as planting and maintaining riparian vegetation adjacent to *watercourses*;

(c) land acquisition or dedication of private land to the Region, Town, Conservation Authority, or other public or private organizations for planting and restoration efforts. ~~; and~~

~~(d) the development of a Region-wide strategy for land protection, preservation and securement.~~

4.5.19. Native and Non-Native Species

The Town requires individuals and agencies to use native species when planting within the natural environment system or contiguous to elements of the natural environment system, in accordance with the Town's Approved Tree Planting List, which prioritizes native species.

The Town requires the planting of appropriate native species as conditions of all other *development* and *site alteration* applications, consistent with the Approved Tree Planting List.

The Town encourages the use of native species plantings at Regional and Town facilities along transportation and *utility* corridors which fall outside the *development* approval process.

The Town recognizes the ecological threat posed by invasive species and supports the management and elimination of invasive species through coordinated efforts with the Region, Conservation Authority, and other partner agencies.

The Town will discourage the use on non-native invasive species in all development applications, particularly those adjacent to the natural environment system, and may require the incorporation of invasive species control measures into landscape plans.

In consultation with the Region and Conservation authority, the Town may develop or participate in programs and policies to identify, monitor, manage, and eliminate invasive species within municipal boundaries.

The Town supports the development of a Regional Invasive Species Strategy and will collaborate in its implementation to ensure alignment with local ecological restoration and enhancement objectives.

4.6 WATER RESOURCE MANAGEMENT

4.6.1 Protection of the Resource

At the present time, many of the Town's rural residents obtain drinking water from private water supplies. Residents of *Settlement Areas* obtain water from Regional water systems located in Grimsby and St. Catharines. It is a policy of this Plan to protect, improve or restore the quality and quantity of ground and surface sources of drinking water for future use by ensuring that *development* and *site alteration* does not cause *negative impacts* on water resources, including cross-jurisdictional and cross-*watershed* impacts.

In an effort to protect surface and groundwater resources, objectives of this Plan include:

(a) Managing the use of water resources in a *sustainable* manner that ensures their continued availability to future generations;

(b) Working with the Region, Niagara Peninsula Conservation Authority and the Province to prepare *watershed* and *subwatershed* plans to assist in the proper management of water as a key resource;

(c) Protecting existing surface and ground water quality from degradation and to improve and restore water quality where degraded;

(d) Incorporating source protection objectives into the land use planning process to ensure that the sources of water are not compromised in the future as a result of land use decisions;

(e) Encouraging the establishment of water conservation measures as a way to meet water supply needs in the same manner that alternatives to create new supplies are investigated;

(f) Educating the public on the value of protecting the resource and how they can contribute to its protection; and

(g) Maintain *linkages* and related functions among *ground water features*, *hydrologic functions*, *natural heritage features and area*, and *surface water features* including *shoreline areas*.

4.6.2 Impact Assessment

Applications for *site alteration* or *development* shall only be permitted if it will not have *negative impacts*, including cross-jurisdictional and cross-watershed impacts, as identified in Section 4.5.3 of this Plan. ~~on:~~

~~(a) The quality and quantity of the surface and ground water resources;~~

~~(b) The effect of the proposed use on the *groundwater recharge* function;~~

~~(c) The effect of the proposed use on the quality and quantity of drinking water in adjacent private and municipal wells;~~

(d) The functions of *groundwater recharge*/discharge areas, aquifers and headwater areas;

(e) Water budgets for groundwater aquifers and *surface water features*;

(f) The natural hydrological characteristics of *watercourses* such as base flow;

(g) Flooding or erosion; and

(h) Natural drainage systems, stream forms and shorelines.

4.6.3 Vulnerable Groundwater Areas

Vulnerable groundwater areas in the Town which are susceptible to the risk of contamination or adverse impact due to hydrologic and hydrogeological dynamics have been identified by the Niagara Region Peninsula Conservation Authority and are shown on Schedule 'E2' to this Plan. Where *development* and/or *site alteration* requires a planning approval, the Town, in consultation with the Niagara Region Peninsula Conservation Authority may require the undertaking of a technical study or evaluation to assess the risk of negative impact on the aquifer. The scope of such a study or evaluation will be determined through pre-consultation with the Town and Niagara Region Peninsula Conservation Authority aand recommendations from such a study that are related to design or land use will be implemented through zoning or site plan control.

In order to minimize risks posed by land use on this feature, the following uses shall be prohibited on lands identified on Schedule 'E2' as a *vulnerable* groundwater area:

(a) Generation and storage of hazardous waste or liquid industrial waste;

(b) Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;

(c) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,

(d) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990 or its successor.

4.7 ENVIRONMENTAL IMPACT STUDIES AND HYDROLOGICAL EVALUATIONS

An *environmental impact study* and/or hydrological evaluation required under the policies of this Plan shall be submitted with the application for development or *site alteration* and shall be prepared and signed by a qualified professional in accordance with the Region's *Environmental Impact Study* Guidelines and/or Hydrological evaluation Guidelines in addition to the relevant policies of this Plan.

The *environmental impact study* and/or hydrological evaluation shall be prepared to the satisfaction of the appropriate approval authority in accordance with the following:

(a) within *settlement areas* it is the responsibility of the Town to ensure that:

(i) an *environmental impact study* and/ or hydrological evaluation is prepared in accordance with an approved terms of reference and the policies of the Town ~~and Regional~~ Official Plan; and

(ii) the conclusions of the *environmental impact study* and/or hydrological evaluation are considered through the development approval process and appropriate conditions are established to implement the recommendations of the study and/or evaluation.

In carrying out this responsibility, Town shall work in consultation with the Region and the Conservation Authority. The Region shall provide technical support as required.

(b) outside of *settlement areas*, regardless of who is the approval authority for an application for development, it is the responsibility of the ~~Region~~Town to ensure that:

(i) an *environmental impact study* and/or hydrological evaluation is prepared in accordance with an approved terms of reference and the policies of this Plan; and

(ii) the conclusions of the *environmental impact study* and/or hydrological evaluation are considered through the development approval process and appropriate conditions are established to implement the recommendations of the study and/or evaluation. In carrying out this responsibility, the Region shall work in consultation with the Town and the Conservation Authority.

4.7.1 Waiving and Scoping of an Environmental Impact Study and/or Hydrological Evaluation

The Town~~Region~~, in consultation with the other commenting bodies, shall review the proposed development in accordance with policies of this Plan, Provincial policies, and the waiving requirements of the Environmental Impact Study Guidelines and/or Hydrological Evaluation Guidelines to determine whether an *environmental impact study* and/or hydrological evaluation is required or whether requirements can be waived.

Waving the requirement for an *environmental impact study* and/or hydrological evaluation may be subject to conditions.

The Town ~~Region~~, in consultation with the other commenting bodies, shall scope the contents of the *environmental impact study* and/or hydrological evaluation in accordance with the Environmental Impact Study Guidelines and/or Hydrological Evaluation Guidelines.

The Town ~~Region~~, at its discretion, may delegate the waiving and/or scoping of an *environmental impact study* and/or hydrological evaluation to ~~the Town~~other relevant agencies if their expertise is required to make this decision. ~~the proposed development or site alteration is minor, and if the lands affected are within a settlement area.~~

An *environmental impact study* and/or hydrological evaluation is not required for uses authorized under an environmental assessment process, including Class Environmental Assessment, carried out in accordance with Provincial or Federal legislation.

4.7.2 Terms of Reference for an Environmental Impact Study and/or Hydrological evaluation

A draft terms of reference for the *environmental impact study* and/ or hydrological evaluation shall be prepared in accordance the Environmental Impact Study Guidelines and/or Hydrological Evaluation Guidelines.

The terms of reference shall be prepared by a qualified professional retained by the proponent and reviewed by the approval authority and other commenting bodies. It shall be the responsibility of the Town ~~Region~~ to approve the terms of reference.

The approval authority shall not accept an *environmental impact study* and/or hydrological evaluation unless the terms of reference has been approved.

The approval authority may require an independent peer review of an *environmental impact study* and/or hydrological evaluation, with the costs to be borne by the applicant.

~~4.7. WATER RESOURCE MANAGEMENT~~

~~4.7.1. Protection of the Resource~~

~~At the present time, many of the Town's rural residents obtain drinking water from private water supplies. Residents of *Settlement Areas* obtain water from Regional water systems located in Grimsby and St. Catharines. It is a policy of this Plan to protect, improve or restore the quality and quantity of ground and surface sources of drinking water for future use by ensuring that *development* and *site alteration* does not cause *negative impacts* on water resources, including cross-jurisdictional and cross-*watershed* impacts.~~

~~In an effort to protect surface and groundwater resources, objectives of this Plan include:~~

~~(a) Managing the use of water resources in a sustainable manner that ensures their continued availability to future generations;~~

~~(b) Working with the Region, Niagara Peninsula Conservation Authority and the Province to prepare *watershed* and subwatershed plans to assist in the proper management of water as a key resource;~~

~~(c) Protecting existing surface and ground water quality from degradation and to improve and restore water quality where degraded;~~

(d) Incorporating source protection objectives into the land use planning process to ensure that the sources of water are not compromised in the future as a result of land use decisions;

(e) Encouraging the establishment of water conservation measures as a way to meet water supply needs in the same manner that alternatives to create new supplies are investigated;

(f) Educating the public on the value of protecting the resource and how they can contribute to its protection; and

(g) Maintain linkages and related functions among ground water features, *hydrologic functions*, *natural heritage features and area*, and *surface water features* including shoreline areas.

4.7.2. Impact Assessment

Applications for *site alteration* or *development* shall only be permitted if it will not have *negative impacts*, including cross-jurisdictional and cross-watershed impacts, on:

(a) The quality and quantity of the surface and ground water resources;

(b) The effect of the proposed use on the *groundwater recharge* function;

(c) The effect of the proposed use on the quality and quantity of drinking water in adjacent private and municipal wells;

(d) The functions of *groundwater recharge*/discharge areas, aquifers and headwater areas;

(e) Water budgets for groundwater aquifers and *surface water features*;

(f) The natural hydrological characteristics of *watercourses* such as base flow;

(g) Flooding or erosion; and

(h) Natural drainage systems, stream forms and shorelines.

4.7.3. Vulnerable Groundwater Areas

Vulnerable groundwater areas in the Town which are susceptible to the risk of contamination or adverse impact due to hydrologic and hydrogeological dynamics have been identified by the Niagara Peninsula Conservation Authority and are shown on Schedule 'E3' to this Plan. Where *development* and/or *site alteration* requires a planning approval, the Town, in consultation with the Niagara Peninsula Conservation Authority may require the undertaking of a technical study or evaluation to assess the risk of negative impact on the aquifer. The scope of such a study or evaluation will be determined through pre-consultation with the Town and Niagara Peninsula Conservation Authority and recommendations from such a study that are related to design or land use will be implemented through zoning or site plan control.

~~In order to minimize risks posed by land use on this feature, the following uses shall be prohibited on lands identified on Schedule 'E3' as a *vulnerable* groundwater area:~~

~~(a) Generation and storage of hazardous waste or liquid industrial waste;~~

~~(b) Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;~~

~~(c) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,~~

~~(d) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990 or its successor.~~

4.8 WATERSHED PLANNING

The Town recognizes the *watershed* as the ecologically meaningful scale for integrated and long-term planning. *Watershed* planning is a proactive process for assessing and documenting existing conditions, and establishing values, objectives, and targets to support the protection, enhancement or restoration of the natural resources within a *watershed*, with an emphasis on water resources. Carrying out *watershed* planning involves a cross-jurisdictional coordination of efforts in order to best assess cumulative and cross-watershed impacts. Essential to the entire process are the principles of monitoring and adaptive management.

In general, the *watershed* planning framework is a phaahsed process that is typically undertaken to:

- Inform land use, growth and *infrastructure* planning;
- Provide direction for resource planning;
- Prepare management plans and policies; and
- Assist in the protection of water quantity and quality.

4.8.1 Informing Land Use Planning

Watershed planning, *subwatershed planning*, or their equivalent shall inform:

a) The identification and refinements of the natural environment system through the preparation of *subwatershed* studies;
b) The protection, enhancement, or restoration of the *quality and quantity of water* by making careful decisionciisons on where development should be located;
c) The consideration of cross-jurisdictional and cross-watershed impacts;
d) Decisions on allocation of growth to ensure that large-scale development is directed to the most appropriate locations;
e) The location and feasibility of settlement boundary expansions;
f) Proposals for large-scale development; and
g) Planning for water, wastewater, and stormwater *infrastructure* to ensiure that decisions on *infrastructure* are integrated with decisions that are designed to protect the natural environment system.

4.8.2 Subwatershed Planning

A *subwatershed study* is required to inform the identification and refine~~s~~ment of the natural environment system and the development of policies to protect the natural environment system when secondary plans are prepared for designated growth areas and other large undeveloped areas.

A *subwatershed study* should generally include, but is not limited to:

- An inventory of existing ecological and hydrological data and conditions;
- The identification of existing and proposed land uses, and the modelling of potential development impacts;
- Water quality targets in accordance with the *watershed* plan, Provincial guidelines, or other industry standards and best practices;
- Procedures for monitoring water quality and quantity before, during, and after development;
- Completion of a water balance;
- Consideration of all elements of the natural environment system;
- Refinement to the boundar~~t~~ies of the natural environment system;
- Identification of opportunities for, and constraints to development;
- Guidelines and best management practices for development design, environmental design, construction management, etc.;
- The recommendation of appropriate storm~~warm~~water management techniques in accordance with Provincial, Regional and Local guidelines and industry best practices;
- An analysis of cumulative impact of development; and
- Implementation and adaptive monitoring plans.

Proposed development in *designated growth areas*, including associated water, wastewater and stormwater servicing, shall be planned to avoi~~u~~d, or if avoidance is not possible, minimize and mitigate any potential *negative impacts* on *watershed* conditions and the water resource system, including the *quality and quantity of water*.

The Town, in consultation with the Region, the conservation authority, and affected landowners if appropriate, shall determine the terms of reference for a *subwatershed study*.

4.9. CONTAMINATED SITES

If the site of a proposed use is known or suspected to be contaminated, the Town shall require the proponent to prepare an Environmental Site Assessment in accordance with Ontario Regulation 101/07 to identify the nature and extent of contamination and develop a remedial plan if required. As a condition of final ~~planning~~ approval, the proponent will be required to submit an acknowledged Record of Site Condition to confirm that the site is suitable for the intended future use.

The Town may place lands which are known to be contaminated in a Holding (H) Zone to restrict *development* until clearance is provided in the form of an acknowledged Record of Site Condition.

The Implementing Zoning By-law may utilize a Holding Provision on certain properties where incompatible land uses are located in close proximity to each other to ensure that the intent of this Section is met before *development* occurs.

4.10. CORRIDORS AND LINKAGES

Section 2 of this Plan recognizes that the individual features and components of the *natural heritage system* in this Plan forms part of a greater *ecosystem* which is highly dependent on connectivity. In large part, this need for connectivity will be fulfilled in the agricultural area if the Vision, Goals and Objectives and supporting policies of this Plan are achieved and/or implemented over the long-term.

The Towns acknowledges that the Regional Official Plan has illustrated potential corridors and linkages on the Region's Core Natural Heritage Map. The Town will require proponents of new *development* or *site alteration* that is subject to an Environmental Impact Study and/or Hydrologic EvaluationA to assess corridor linkages, and if possible maintain or enhance such linkages. The Town acknowledges that agricultural lands are corridor linkages and when used for *normal farm practices*, will not be subject to this requirement.

4.11. ENVIRONMENTAL IMPACT STUDIES AND HYDROLOGICAL EVALUATIONS

(a) An Environmental Impact Study (EIS) required under this Plan shall be submitted with the *development* application and shall be prepared and signed by a qualified biologist or environmental planner in accordance with the Region's Environmental Impact Study Guidelines (EIS Guidelines) and/or Hydrological Evaluation Guidelines adopted by Regional Council. An EIS and/or Hydrological Evaluation shall be prepared to the satisfaction of the appropriate Planning Authority, in consultation with the NPCA and the other commenting body. Within *Settlement Areas* as delineated in the Plan, an EIS and/or Hydrological Evaluation shall be prepared to the satisfaction of the Town in consultation with the Region and the NPCA. Outside of *Settlement Areas*, an EIS and/or Hydrological Evaluation shall be prepared to the satisfaction of the Region, in consultation with the Town and the NPCA. The Planning Authority, the other commenting body and the NPCA shall work collaboratively throughout the EIS process.

(b) The appropriate Planning Authority, in consultation with the NPCA, shall review the proposed *development* or *site alteration* in accordance with the waiving requirements in the EIS Guidelines to determine whether an EIS or Hydrological Evaluation is required or whether requirements can be waived. Waving the requirement for an EIS may be subject to conditions. If an EIS is waived, other requirements as outlined in the EIS Guidelines and other policies in this Plan and the Regional Official Plan may apply.

(c) The scope and content of the EIS or Hydrological Evaluation shall be determined in accordance with the EIS Guidelines by the appropriate Planning Authority, in consultation with the NPCA and other commenting bodies.

(d) The Planning Authority may require an independent peer review of thean EIS or Hydrological Evaluation , with the costs to be borne by the applicant.

(e) An EIS or Hydrological Evaluation is not required for uses authorized under an Environmental Assessment process carried out in accordance with Provincial or Federal legislation.

4.12.4.10. REQUIREMENTS FOR AN AGRICULTURAL IMPACT ASSESSMENT

Where non-agricultural *development* is proposed that may have an impact on surrounding *agricultural uses* an *Agricultural Impact Assessment* in accordance with Provincial guidance shall be required to:

- Identify possible adverse impacts on surrounding *agricultural uses*;
- Identify and evaluate locational options for the proposed *development* and demonstrate that the proposed location is the preferred option in terms of minimizing the impact on agriculture; and
- Identify methods of removing or reducing any adverse impacts resulting from the *development*.

4.13.4.11. SOLID WASTE DISPOSAL AREAS

There are three3 closed waste disposal sites in the Town as shown on the Schedules to the Plan. The *development* of new uses or new or enlarged buildings or structures within an assessment area 500 metres from the fill area of a closed site, may be permitted provided an assessment is completed to determine:

(a) The impact of any potential methane gas migration;

(b) Whether the proposed use will be adversely affected by noise, odour, dust or other nuisance factors from the waste disposal site;

(c) Potential traffic impacts;

(d) Whether the proposed use will be adversely affected by ground and surface water contamination by leachate migrating from the waste disposal site; and

(e) The impact of the proposed use on leachate migration from the landfill site.

The assessment is intended to address these matters and other items outlined in the Province's Guideline D-4, April 1994, or its successor as required to ensure that the proposed land uses are compatible in nature and do not adversely impact upon each other.

The studies required to support a *development* application within the assessment area shall be based on the type and/or scale of the *development* proposed or the studies may be waived as

appropriate. The nature of the required studies and their scope shall be determined by the Town ~~in consultation with the Region~~ at the time the *development* is proposed.

All lands within the assessment area shall be subject to a Holding Provision in the Implementing Zoning By-law. The lifting of a Holding Provision permitting the *development* of any new use or new or enlarged buildings or structures within the assessment area shall not occur until The Town is satisfied that all of the studies required by the Town ~~and Region~~ have been completed.

In cases where an amendment to the Official Plan and/or Zoning By-law is required to permit a proposed use, appropriate studies dealing with the matters set out above shall be submitted for the consideration by the Town. An amendment to this Plan will be required for a new waste disposal site.

It is a policy of The Town to encourage the reduction, reuse and recycling of solid waste and the collection and storage of recyclable waste on site to ensure that the amount of waste required being stored in landfills is minimized.

~~4.14. CONTAMINATED SITES~~

~~If the site of a proposed use is known or suspected to be contaminated, the Town shall require the proponent to prepare an Environmental Site Assessment in accordance with Ontario Regulation 101/07 to identify the nature and extent of contamination and develop a remedial plan if required. As a condition of final planning approval, the proponent will be required to submit an acknowledged Record of Site Condition to confirm that the site is suitable for the intended future use.~~

~~The Town may place lands which are known to be contaminated in a Holding (H) Zone to restrict *development* until clearance is provided in the form of an acknowledged Record of Site Condition.~~

~~4.15.~~4.12. GAS AND PETROLEUM WELLS

Schedule 'E3' identifies the location of gas and petroleum wells in the Town. The status of these wells has been categorized by Provincial authorities as "suspended", "abandoned", "active" or "unknown".

Gas and Petroleum resources shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. ~~for long-term use~~. The Town will support the subsurface storage and retrieval of gas or other hydrocarbons, subject to Provincial regulations, but only if they do not adversely affect current legal land uses or *development* and *Natural heritage system* policies in this Plan.

No *development* shall occur within 75 metres of a petroleum resource operation unless the petroleum resource operation has been decommissioned and rehabilitated in accordance with applicable Provincial regulations and standards.

The Town will consult with the Province:

(a) When new non-petroleum *developments* are proposed within 300 metres of an existing well site as identified on Schedule 'E3'; and

(b) Where assistance is needed in the rehabilitation or closure of well sites, specifically where non-producing wells represent a public health hazard.

Where applicable, the Town ~~and/or the Region~~ will require that improperly non-producing wells that are known or discovered on lands during *development* to be properly plugged, capped or otherwise made safe in accordance with Provincial requirements as a condition of a *Planning Act* approval or as a pre-consultation requirement.

The Town supports the use of technology, such as directional drilling for the exploration and production of subsurface resources from a well site that is located on lands adjacent to a natural heritage area as identified on Schedules 'E1' to 'E3' to this Plan. Petroleum and mineral resource extraction activities shall be conducted in accordance with the Oil, Gas and *Salt Resources Act* and its regulations and standards, as well as a license from the Ministry of Northern Development, Mines, Natural Resources and Forestry.

New wells and associated works are prohibited from causing any surface or subsurface ecological disturbance to the *natural heritage system* identified on Schedules 'E1' to 'E3' of this Plan where the exploration and associated works are proposed within natural features or within the *adjacent lands* of such features.

~~4.16.~~4.13. LAND USE COMPATIBILITY

It is recognized that some uses may be sensitive to the odour, noise, vibration or other emissions associated with highways, and various type of industries. It is a policy of this Plan that incompatible land uses be separated or otherwise buffered from each other. Where a proposed *development* is located adjacent to a potentially incompatible land use, an assessment (Phase I and II) of the compatibility of the proposal may be required by The Town undertaken in accordance with current guidelines and criteria established by the Ministry of Environment and Climate Change.

Such a study shall be prepared to the satisfaction of the Town and the appropriate agencies and shall include recommendations on how the impacts can be mitigated. The approval of *development* proposals shall be based upon the achievement of adequate distances and the recommendations of the required studies.

The Implementing Zoning By-law may utilize a Holding Provision on certain properties where incompatible land uses are located in close proximity to each other to ensure that the intent of this Section is met before *development* occurs.

~~4.17. ENERGY CONSERVATION AND CLIMATE CHANGE~~

~~4.17.1. Introduction~~

~~It is the intent of this Plan to support energy efficiency and improve air quality by encouraging the reduction of energy consumption, endorsing the *development* of compact and mixed-use neighbourhoods and by promoting innovative forms of alternative and renewable energy, in land~~

use and development patterns to build stronger community resilience. Reducing energy use in buildings is an important strategy to reduce the environmental impact of urban development.

4.17.2. Objectives

(a) To promote sustainability practices which reduce air pollution and greenhouse gas emissions.

(b) To encourage energy conservation and the use of renewable energy resources to reduce demands for energy, water and waste systems.

(c) , and initiatives that address climate changeTo protect and enhance local and regional ecosystems and biological diversity..

(d) To promote initiatives that are adaptive to the impacts of a changing climate.

(e) To integrate climate change considerations into planning and managing growth for more resilient communities and infrastructure including stormwater management systems and public service facilities. e.

f) To identify land use planning policy direction that support the Region's goals for transition to net-zero, climate-resilient communities.

4.17.3. Policies

(a) In order to reduce energy consumption, reasonably compact forms of *development* shall be maintained in conjunction with efficient pedestrian, bicycle and vehicular transportation networks to promote active transportation.

(b) When considering built forms, *development* which results in extensive loss of sunlight to *adjacent land* use shall be discouraged.

(c) The Town will encourage on site alternative and/or *renewable energy systems*, such as geothermal technology to service the on-site operation and reduce grid eneryenergy dependency.

(d) The Town shall encourage and support energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with applicable legislation, policies and regulations.

(e) The Town will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures.

(f) In order to encourage and facilitate energy conservation, energy efficient buildings design including passive solar energy again, increased insulation, energy star

appliances, alternative energy systems and conformity with LEED certification or similar construction shall be encouraged in all new buildings.

(g) Site plan control may be used to incorporate energy conservation measures into the final design. Such measures may include orientation and design of new buildings to maximize passive solar gain, cooling, ventilation, and lighting interior spaces and to minimize energy loss through appropriate construction standards and landscaping designed to moderate seasonal climatic variation.

(h) The Town may consider flexibility in zoning and site plan in order to accommodate variances in building orientation, landscape designs, lot coverage and other site or building characteristics which provide for increase energy efficiency.

(i) The Town encourages minimizing *negative impacts* from a changing climate by promoting the ecological benefits provided by nature and agricultural lands.

(j) The Town encourages the integration of green infrastructure such as new parks, open spaces trails, community gardens, green roofs, street trees, urban tree canopy, Low Impact Development (LID), permeable surfaces, and sustainable stormwater management roofs and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment.into energy and water conservation strategies.

(k) The Town encourages the mitigation of heat island effects by locating trees and other plantings to provide shading for parking lots, driveways and walkways.

(l) The Town encourages sustainable landscape practices through 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;
- Reduce the impact caused by new development on the natural hydrological cycle by installing permeable driveway and parking lot surfaces;
- Encouraging the implementation of Low Impact Development and Green Infrastructure site design strategies, as recommended in the Town's LID and Green Infrastructure Design Guidelines; and
- Encouraging water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use.

(m) The Town encourages the integration of public and private charging infrastructure where feasible to promote uptake of zero emissions vehicles.

(n) The Town encourages sustainable building design features, including building window design, which incorporates Dark-Sky Friendly Guidelines and Bird-Friendly Guidelines to mitigate light pollution and reduce bird collisions.

PART 5
ECONOMIC STRATEGY

5.1. ECONOMIC STRATEGY

5.1.1. Introduction

It is the intent of this Plan to protect and support the existing economic base of the Town while providing encouragement and support for diversification and growth. This Plan promotes economic growth and financial sustainability in the Town and supports the goal of the Town to ~~be a **Centre of Excellence for Agriculture**~~ create a business-friendly environment and continue to promote agricultural excellence and innovation. The priority will be to help businesses of all sizes to succeed, leading to job creation through a structured business retention and expansion program; improved availability retail offerings; and *development* of vibrant downtowns.~~.~~

The full range of agriculturally related activities including agricultural, agri-tourism and *on-farm diversification* uses play a crucial role in the municipality's economy, providing employment and generating business for support service and supply industries. Agriculturally related activities, such as agri-tourism resulting from on-farm diversification are a sector that has significant growth potential. The Town is known for its combination of high quality agricultural lands, scenic lands and waters, natural environment, cultural heritage, trails, farm markets and wineries. The policies of this Plan are designed to support the continued growth and *development* of the Town as a centre of agricultural excellence and a tourist destination while, maintaining or enhancing the natural and cultural amenities that make the municipality attractive to tourists, residents and businesses.

5.1.2. Goals

~~As a **Centre of Excellence for Agriculture**~~ The Town is committed to the following goals to facilitate a strong, diverse and resilient economy:

(a) To build a local body of knowledge to encourage business to business activity and identify current or potential gaps and assist with addressing identified gaps through dialogue with key stakeholders. ~~by building on the strengths;~~

(b) To establish partnerships with other levels of government and key stakeholders to educate consumers about ~~healthy food products~~ key products and services from the Town;

(c) To assist with the *development* of a branding and marketing programs based on food safety and quality;

(d) To cultivate agricultural excellence through support for innovation to drive diversity through both traditional and value-added agriculture and expand programs with community partners to support and educate on agricultural innovation and irrigation as economic drivers

(e) To position agriculture, food processing, food and floral retail, tourism and manufacturing in the Town as a "great place to do business";

(f) To create an environment to support business retention and expansion;

(g) To encourage employment *development* in urban areas while recognizing the contribution of rural employment in the agricultural community toward Niagara's prosperity;~~.~~

(h) To create a system for examining alternatives to business closure; ~~and~~

(i) To establish partnerships with universities and colleges to identify synergies and emerging work force needs by becoming a partner in developing programs to support food, ~~and~~ farming and manufacturing; and ~~.~~

(j) To ensure a coordinated, integrated and comprehensive approach is used in respect to the Town's Economic Development Strategy.

5.1.3. Objectives

(a) To ~~be~~ continue to be a leading municipality in the context of agricultural excellence through on-going support of agri-tourism and *farm diversification* opportunities.~~a Centre of Excellence for Agriculture.~~

(b) To promote the Niagara Benchlands as the Town of Lincoln's destination brand to support and diversify the local tourism economy

(c) To support opportunities for industrial growth and employment within the Town.

~~(c) To support opportunities for growth and diversity in the tourism sector.~~

(d) To promote opportunities to educate visitors about the diversity of agricultural activities in the Town.

(e) Facilitate partnerships and promote the sharing of ideas and information.

(f) Identify opportunities for strategic investments that further economic prosperity.~~To support agri-tourism and *farm diversification* opportunities to compliment farming operations and the general appeal of the area.~~

5.1.4. Policies

(a) Economic growth and stability shall be encouraged by:

(i) Implementing an economic *development* strategy to support Lincoln's key sectors of agriculture, tourism, food and beverage and manufacturing. ~~establish Lincoln as a **Centre of Excellence for Agriculture** .~~

~~(ii) Building on the Town's status as a Greenbelt Community.~~

(ii) Developing policies to provide for high quality industrial businesses at designated locations within the Town's Urban Area boundaries along the Queen Elizabeth Way, with special emphasis on the greenhouse industry and services, agricultural services, corporate head offices, distribution services, business services, small business and high technology industries.

(iii) Reinforcing the need for a Go Station in the Town with the Province.

(iv) Promoting agriculture, agri-tourism and *on-farm diversification* uses to improve the economic value of agricultural products and to contribute to the sustainability and viability of farming in order to ensure the preservation of the agricultural land base and scenic quality of the agricultural landscape.

(v) Facilitating opportunities for local food production and sale both on farm and in the urban areas.

(vi) Leveraging the presence of research facilities to attract educational and research services.

(vii) Promoting commercial, recreational, prestige residential and prestige industrial opportunities within designated areas.

(viii) Become a top tourist destination through attraction of visitors to the community to create new jobs and help foster economic growth.

(ix) Develop and implement a Destination Marketing Organization (DMO) in collaboration with both public and private sector partners to market Lincoln and surrounding areas as a premier tourist destination.

(x) Support the *development* of the Mid-Peninsula Highway as a means to assist in preservation of *Specialty Agricultural* land.

(xi) Ensuring that a possible new escarpment crossing or the expansion of existing escarpment crossings are designed to minimize the impact on *Specialty Agricultural* lands in keeping with the Regional Smart Growth Strategy.

(xii) To promote *linkages* and open spaces which provide a system of parks, trails and nature-based attractions for appreciating the wide variety of natural and cultural amenities. The routes include *linkages* for hiking, cycling, car touring, and water-based routes for canoes and other non-motorized vessels. The routes also link villages and wineries, market farms and restaurants.

(xiii) To support partnerships with the Region and other agencies to continue to build a Centre of Excellence for Agriculture.

(xiv) Promote walkable, bikeable neighbourhoods.

(xv) Planning for, protecting and preserving ~~*employment areas*~~ for current and future uses~~.~~ ~~to attract employment investment~~ that supports the diversification of Niagara's economic base and enhances ~~competitivness~~competitiveness.

(xvi) Support the provision of *affordable* housing for workers across all sectors.

(xvii) Planning for an adequate supply and mix of rental and ownership housing for all stages of life to support opportunities to live, work, and study in ~~Niagara~~Lincoln

(xvii) Support economic opportunities associated with climate change such as *development* of green energy *infrastructure* that may facilitate job creation, skills *development* and economic diversification

(xviii) Undertake climate change adaptation planning to support the creation of climate-resilient communities and reduce financial risks to governments, businesses and households. The policies of Section 3.5 apply to all urban *employment lands* and the special provisions of Section 2.1.6.7 apply to all rural *employment lands*.

PART 6
TRANSPORTATION

6.1. TRANSPORTATION

6.1.1. Introduction

It is the Town's intent to ensure *major goods movement facilities and corridors* are protected for the long term and to ensure a safe and adequate system for the movement of people and goods throughout the Town, including active transportation. This system includes the public road network, the rail system for freight and passenger service, trails and bikes. The objective of the resulting *sustainable* network will be to accommodate forecasted population and employment growth and help mitigate and adapt to the impacts of climate change.

The Town will work ~~in conjunction with Niagara Region~~ to implement a Complete Streets design approach to transportation planning which is intended to consider all potential users of the transportation network.

The Town will work with all required stakeholders toward *affordable* and accessible transit options including *development* of a GO Transit~~in~~ Station and to implement and enhance active transportation planning to increase non-motorized options to get around, including walkability, cycling and trails.~~.~~

6.1.2. Objectives

(a) To ~~develop~~ implement *complete streets* ideologies and policies within the Regional Complete Streets Design Manual which provides the *infrastructure* support for *complete communities* where neighbourhoods are well connected to each other, commercial areas, *employment areas*, and community facilities with a safe and efficient transportation network that accommodates all users on all roads.

(b) Continue to develop and implement road safety initiatives such as speed reduction, traffic calming and joint truck traffic safety blitzes and enforcement initiatives.

(c) To reduce car dependence, support active transportation and an efficient sustainable *transportation system*.

(d) To develop and maintain a suitable road hierarchy within the Town.

(e) To maintain the road system within the Town jurisdiction in accordance with the ~~Road Needs Study~~ Transportation Master Plan and the ~~10 Year~~ forecasted Capital Budget.

(f) To promote municipal and interregional transit service within and to the Town including continued provision and enhancement of demand-responsive transit service.

(g) To promote GO transit commuter rail service to the Town.

(h) To maintain and improve connectively within and among *transportation systems* and modes of travel, including connections which cross jurisdictional boundaries and enhancement of interconnected active *transportation systems*.

(i) To integrate land use and transportation considerations at all stages of the planning process.

~~(j) To ensure that the establishment of a possible new escarpment linkage or the expansion of existing escarpment crossings does not occur within the Town in order to assist in the preservation of the Town's *Specialty Agricultural* lands in keeping with the Regional Smart Growth Strategy.~~

(k) To efficiently use existing and planned *infrastructure* through *transportation demand management* strategies.

(l) To provide safe, energy efficient *transportation systems* that facilitate the movement of people and goods, which are appropriate to address projected needs, and support the use of zero – and low – emission vehicles.

(l) ~~(m)~~ To promote the co-location of linear *infrastructure*, where appropriate.

(m) Public transit will be a priority for transportation planning and investments to address the impacts of climate change; assist in achieving social equity; provide *multimodal* access to *major transit station areas* and other *major trip generators*; and reduce dependence on the automobile.

(n) Public transit to areas that have achieved, or will be planned to achieve *transit-supportive* residential, commercial, institutional and employment densities will be supported along with improving *linkages* from nearby neighbourhoods to *major trip generators*, such as *strategic growth areas*, employment, *employment lands*, tourism destinations, *public service facilities*, and post-secondary institutions;

~~(a)~~(o) Improving accessibility to public transit, including to and from active transportation networks

6.1.3. Transportation Corridors

(a) *Development* shall not be permitted in *planned corridors* that could preclude or hinder or negatively affect the use of the corridor for the purpose(s) for which it was identified.

(b) New *development* proposed on *adjacent lands* to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize *negative impacts* on and from the corridor and transportation facilities.

(c) The *development* of lands adjacent to or near *major goods movement facilities and corridors* will be compatible with the goods movement function of those facilities and be

designed to avoid, mitigate or minimize *negative impacts* on and from the facilities and corridors.

~~(a)~~(d) *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with Provincial guidelines, standards and procedures.

(c) The Town supports the establishment of new *transportation corridors* provided that:

(i) There are no *negative impacts* on existing stable neighbourhoods and communities;
(ii) There are no additional pressures created for *development* on *Specialty Agricultural* lands, and
(iii) The corridor is consistent with the Region's Smart Growth Strategy.

The Town will liaise with the Region and Province, as required, to ensure decisions on *development* applications will not preclude or negatively affect the use of *planned corridors* for the purpose(s) for which it was identified.

6.1.4. Road Network

(a) The road network within the Town as identified on Schedule 'D1' of this Plan consists of Provincial highways (Queen Elizabeth Way), the Regional road system and the municipal road system.

(b) The road network shall be planned and implemented in accordance with the following functional classification:

(i) Provincial Highways

Provincial highways provide strategic inter-regional links in the road network. Within the Town, the Queen Elizabeth Way is a controlled access expressway with a limited number of interchanges with strategic Regional and Municipal~~local~~ roads. Right-of-way widths, *setback* standards, *access standards* and control over adjacent signage are within the jurisdiction of the Ministry of Transportation.

(ii) Regional Roads

Regional roads provide strategic links in the Regional and Municipal~~local~~ road network and generally fulfil an arterial road function. Such roads generally carry large volumes of all forms of vehicular traffic within and through the Town and must be designed and maintained to ensure the safety of pedestrians and cyclists.

The Wine Route ~~and the Victoria Avenue Market Greenway~~, as identified on Schedule 'D1', provides key functions related to tourism. Within the rights-of-way of these important routes, special provisions for alternative *development* standards

and design treatments shall be established~~.~~, in consideration of the Regional Complete Streets Design Manual.~~.~~ The design of these roads will recognize existing *development* patterns, and shall incorporate where appropriate, on-street parking, bicycle paths and enhanced landscaping. The Town will work with the Region to ensure that the following key principles are considered in the future improvement of these roads:

- Develop a program of coordinated signage to identify and market the themes promoted along the Regional roads;
- Enhance the visual appeal of the Regional roads through streetscape treatment which should include trees and other landscape upgrading, special lighting and banners;
- Encourage high quality *redevelopment* of properties along the Regional roads. Buildings should be oriented to front, face and feature the road. Large parking areas should be located behind or at the side of buildings and, where visible from the road, must include substantial landscape treatment;
- Develop gateways to define special precincts along the route, to disseminate information and to mark entrances to the Ball's Falls Heritage Conservation Area, the Beamsville, Vineland and Jordan Central Business Districts and Prudhommes; and
- Discourage further right-of-way and/or pavement width widening, except to accommodate cycling facilities and/or on street parking within the identified *Settlement areas*, where appropriate.

To ensure Regional Roads accommodate future growth and support diverse forms of transportation, the following policies are applicable:

- As conditions of the approval of a *development* application under the Planning Act:
  - The Region may acquire land from the landowner required for the road allowance as identified in Appendix ~~X~~ Table 6.1 of this Plan, at no cost to the Region and free of all encumbrances, encroo~~r~~achments, and improvements unless otherwise agreed to by the Region; and
  - The Region shall be provided with a certificate of an Ontario Land Surveyor noting that all legal survey documentation on the widened road allowance is in place.

- The conveyance of lands shall be required at no cost to the Region as a condition of the approval of a *development* application, beyond the designated road allowance widths identified in Table 6.1 ~~Appendix X~~, to accommodate items such as sight triangles, turning lands, channelization, grade separations, traffic control devices, rapid transit, public transit facilities and rights-of-way, *active transportation*, cuts, fills, and storm drainage requirements, as required to meet accepted engineering design standards. Further, the Region may, without an amendment to this Plan, update the designated road allowance widths in Table 6.1 ~~Appendix X~~ where an alternate has been approved through a completed Municipal Class Environmental Assessment. Additional land that exceeds the road allowance widths identified in Table 6.1 ~~Appendix X~~ may be acquired by the Region at its own expense, without an amendment to this Plan.

Table 6.1 - Road Allowance Widths

Regional Road Number	Road Name	Road Segment	Width in Metres
18	Mountain Rd / Ontario St	Fly Rd – Greenlane Rd	26.2
	Ontario St	Greenlane Rd – QEW South Service Rd	30.5
24	Victoria Ave	Twenty Mile Rd – Spring Creek Rd	30.5
		Spring Creek Rd – King St	26.2
		King St – Tallman Dr	26.2
		Tallman Dr – QEW South Service Rd	26.2
26	Jordan Rd	King Street – Fourth Ave	30.5
		Fourth Ave – Red Maple Ave	26.2
		Red Maple Ave – Chestnut St	20.1
		Chestnut St – QEW South Service Rd	26.2
39	QEW North Service Rd	Western Boundary of Lincoln – Eastern Boundary of Lincoln (discontinuous)	26.2
40	QEW South Service Rd	Western Boundary of Lincoln – Eastern Boundary of Lincoln (discontinuous)	26.2
69	Twenty Rd	Tintern Rd – Eighth Ave / Twenty Rd	26.2
	Pelham Rd	Eighth Ave / Twenty Rd – Eastern Boundary of Lincoln	20.1
73	Fly Rd	Western Boundary of Lincoln – Western Boundary of Campden	26.2
		Western Boundary of Campden – University St	20.1
		University St – Victoria Ave	26.2
77	Fourth Ave	Jordan Rd – Eastern Boundary of Lincoln	20.1
81*	King St	Western Boundary of Lincoln – Lincoln Ave	26.2
		Lincoln Ave – Bartlett Rd	20.1
		Bartlett Rd – Rittenhouse Rd	26.2
		Rittenhouse Rd – Orchard Ave	20.1
		Orchard Ave – Eastern Boundary of Lincoln	26.2
669	Eighth Ave	Victoria Ave – Twenty Rd	26.2

* Regional Road 81 shall be subject to further study before any road reconstruction.

- Land for Regional Road widenings will be required equally from both sides of the centreline of the designated Regional Road unless existing land uses, topographic features or other physical or environmental constraints necessitate taking greater widening on one side than the other.

- As part of the *development* application process, a road allowance not yet owned by the Region and identified in the Region's Transportation Master Plan should be protected in the following cases:

    - A municipal street that could be ultimately assumed by the Region; and
    - Plans for the extension of an existing road allowance.

- Where new *development* for a sensitive land use is adjacent to a Regional Road, the Region will consider the need for a noise study or noise control measures to address traffic noise as per Provincial guidelines.
- The rights-of-way for the Region's *transportation system*, *major goods movement facilities and corridors*, *active transportation* and public transit facilities will be planned and protected to meet current and projected needs, while ensuring that *development* is not permitted in *planned corridors* that could preclude or negatively affect the purposes of the corridor.
- The co-location of linear *infrastructure*, such as utilities and municipal water and wastewater systems/services, along Regional Roads is encouraged.
- As part of the construction, optimization, or expansion of transportation *infrastructure* within the Regional agricultural area and integrated natural environment system, the following will be required:
    - The preparation of an *agricultural impact assessment*, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the *agricultural system* have been avoided or, if avoidance is not possible, minimized, and, to the extent feasible, mitigates; and/or
    - The preparation of an *environmental impact study*, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the *natural heritage system*, key natural heritage features, key hydrologic features and key hydrologic areas have been avoided, or, if avoidance is not possible, minimized, and to the extent feasible, mitigates; and
    - The preparation of an assessment on the impact on archaeology and/or cultural heritage in accordance with the policies of this Plan.

(iii) Municipal~~Local~~ Roads

~~Local~~Municipal roads provide direct access to abutting properties and complete the road network within the Town. Such roads can provide a collector road function which carries a medium to high volume of traffic generally within *Settlement areas*. Municipal road classifications are ~~are~~ identified on Schedule 'D1'. Collector roads shall have a right-of-way width of 23 metres. Local roads shall have ~~with the balance of local roads with~~ a right-of-way width of 20 metres. Minor collector roads generally fulfil a collector and/or local road function and may have a right-of-way width ranging between 20 to 23 metres, depending on the function within the section of road.

Private roads created through the condominium process shall be a minimum of 6 metres. In addition to this, incorporation of visitor parking is strongly encouraged

(c) To ensure the structural and functional integrity of the local road system, The Town shall maintain an up-to-date Road Needs Study and ~~10 Year~~ forecasted Capital Budget in order to prioritize necessary road improvements.

(d) The Town will use urban design policies and standards for all road construction and improvement projects to ensure the road design supports *active transportation*, safety for all road users (including farm operators with large, slow moving farm vehicles/machinery) and complements adjacent land uses.

(e) Road resurfacing and reconstruction will be viewed as an opportunity for improving *infrastructure* for all modes of travel.

(f) On local roads, dedicated one side parking shall be established. On arterial and collector roads within *Settlement areas*, on-street parking shall be promoted to reduce the speed of traffic.

(g) The Town shall consider establishment of truck routes in order to avoid traffic conflicts within residential neighbourhoods. The establishment of a truck route network shall consider the corridor's land use and urban design context, as well as Complete Streets principles, to balance supporting desirable goods movement and vibrant neighbourhoods. Trucks not engaged in making deliveries shall be prohibited within residential subdivisions.

(h) Access location and design shall be properly controlled by the respective road jurisdiction to prevent traffic hazards and restrictions to roadside drainage.

(i) A grid street pattern and safe convenience pedestrian road crossings are encouraged. Dead ends, cul-de-sacs and wide roads are discouraged because they decrease neighbourhood connectivity and present barriers to efficient, safe pedestrian and bicycle movement.

6.1.5. Bikeway Network

The Town shall assist in the implementation of the Regional Bikeway Network within the Town to develop an on-road primary bikeway network. Secondary and tertiary on-road routes will also be developed to support the Regional Niagara Bicycling Network. The Regional Bikeway Network is identified on Schedules 'D2', 'D3', 'D4' and 'D5' of this Plan.

6.1.6. GO Transit

The Town shall make every effort to promote GO Transit commuter service through the Town. Station facilities shall be coordinated with interregional bus services and any local taxi services. A future site for transit has been identified on Schedule 'A2'. No *development* will be permitted which prohibits the site from being utilized for future transit use.

6.1.7. Freight Rail Service

It shall be a policy of The Town to support freight rail service to industrial areas in the Town. Rail sidings shall be encouraged in industrial areas to serve more than one industry. The Town shall make every effort to limit conflicts with vehicular traffic and adjacent land uses.

(a) Consultation is required with Canadian National Railway, where applicable, for any *development*, *redevelopment* or *site alteration* adjacent to or within the vicinity of railway main line or spur line right-of-ways. Noise, vibration, drainage and other studies may be required in the evaluation of *development, redevelopment* or *site alteration*. Noise and vibration attenuation, minimum building, structure and use setbacks from the rail right-of-way, berming, buffering, safety features, and other mitigative measures may be required, as well as safety clauses, warning clauses, environmental easements and assigning of rights-of way.

6.2. ACTIVE TRANSPORTATION

6.2.1. Introduction

Walking, hiking and bicycling are allboth considered valuable means of transportation, and a key component of the tourism attraction inventory in the Town. Facilities associated with walking, hiking and cycling are related to the physical environment, and, as such, the following objectives and policies reflect the Town aspirations and priorities. The Trail and Bikeway System is identified on Schedules 'D2', 'D3','D4' and 'D5' of this Plan.

6.2.2. Objectives

(a) To implement the Town's Active Transportation Master Plan and consider Regional Complete Streets Design Manual to improve *active transportation* opportunities throughout the Town and enhance connectivity.

(b) To encourage walking, hiking and bicycling, and work towards a safe, user-friendly environment in the Town that will enhance the overall quality of life and will help to promote tourism.

(bc) To provide continuous *linkages* from neighbourhoods to retail areas, employment land, tourism destinations, *public service facilities*, post secondary institutions and transit stations, including sidewalks, and dedicated lane space for cyclists or other safe and convenient alternatives~~To ensure a connected network for pedestrians and cyclists linking destinations such as retail areas and *employment area* to residential areas.~~

(dc) To promote trail use safety through education and enforcement initiatives.

(d) To recognize and support walking, hiking and cycling as environmentally *sustainable* forms of transportation for utilitarian and recreational purposes.

(e) To promote walking, hiking and cycling as key components of the Town tourism experience in partnership with the Region, the Niagara Peninsula Conservation Authority, the private sector and other agencies.

(f) To support a Regional Trails Network and related *infrastructure* that is planned, designed, constructed, and maintained according to recognized environmental and engineering standards and/or guidelines.

(g) To incorporate walking, hiking and cycling in the Town land use and transportation planning activities.

(h) ~~(h)~~ To encourage and ensure the integration of the variety of trail facilities within the Town, including the Regional Bicycling Network, the Bruce Trail, the Waterfront Trail, the Twenty Valley Trail and other networks outside of the Town with external funding partners.

~~(a)~~(i) To support the Region's Wayfinding Signage for Cycl~~y~~sists guidelines to provide direction on the design, refurbishment or reconstruction of Regional Roads.

(i) To maximize the annual improvements for trails with the aim of completing major continuous segments of the Trail Network in as timely a manner as possible.

(j) To promote a land use pattern, density and a mix of uses to minimize the length and number of vehicle trips to support current and future use of transit and *active transportation*.

6.2.3. Policies

(a) Ensure implementation of the overall Trails Network where it follows municipal roads, and facilitate implementation elsewhere, in cooperation with the Region, the Niagara Peninsula Conservation Authority, other agencies having jurisdiction and landowners. It is the intent of the Town that continuous and safe *linkages* are established through capital works and related programs, including partnerships with the private sector.

(b) Areas strategically identified for *intensification*, including *strategic growth areas, local growth centres and corridors*, shall be designed to be pedestrian oriented with vibrant mixed-uses incorporating, where feasible, public gathering areas and public art.

(c) Adopt provincially and/or nationally recognized environmental and engineering standards as guidelines to assist in the planning and design of trail facilities on the Trails Network.

(d) Prior to the design and construction of a trail or related facility, design issues including land use compatibility, safety and operational matters will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass.

(e) Request other agencies to plan and develop trails and facilities, and that these organizations and *utility* companies consider provisions for the safety and convenient use in their planning documents and proposed capital works budgets.

(f) Support in the protection of abandoned rail lines, unopened road allowances and other linear corridors for off-road trails; consider the various means to protect such corridors; and ensure that the Zoning By-law contains minimum provisions for safe and secure parking and trail head facilities in high activity areas.

(g) Recognize that trail routes located on private property will only remain open with the approval of the property owner.

(h) Pedestrian walking trails, hiking trails, cycling routes, access points and educational/interpretive displays shall be permitted within all land use designations.

(i) Requests to close road allowances and road allowances leading to Lake Ontario will only be considered if alternative public access is made available.

(j) ~~(j)~~ The policies in the Region's Model Urban Design Guidelines, the Complete Streets Design Manual and Guidelines, and Wayfinding Signage for Cyclists Guidelines will be utilized when providing comments on *development* applications located along Regional Roads.

(k) Support the use of bicycle *infrastructure* to ensure a connected and extended bicycle network within the Town and Region.

(k) Where *development* within the Settlement Area is proposed along Lake Ontario:

(i) Public Access to the shoreline shall be provided;
(ii) Efforts shall be made to maintain a view of the shoreline from beyond the *development*;
(iii) Where feasible, the shoreline should be maintained in, or restored to a naturally vegetated state; ~~and~~
(iv) Suitable shoreline lands shall be dedicated to an appropriate public agency where such lands would provide public benefits or are identified as part of a planned public trail system. Normally these lands shall be located above the top of bank;~~.~~
(v) *Sustainable design* principles shall be applied to the *public realm*, *infrastructure*, *public service facilities*, *development* and streets; and
(vi) *Active transportation* shall be promoted through the cohesive and collaborative design of streets, building *interfaces* and public spaces.

PART 7
MUNICIPAL SERVICING

7.1. SERVICING AND INFRASTRUCTURE

7.1.1. Introduction

It is the intent of the Town to ensure the provision and improvement of municipal services including municipal water supply, storm and sanitary sewers as required to effectively meet the current and projected needs of the Town's Urban Areas. *Development* in areas beyond established Urban Area boundaries shall be serviced by *sustainable private services* in accordance with the requirements of the Region.

A coordinated, integrated, and comprehensive approach using the minimum *intensification* and density targets of this Plan, will continue to be used for the planning, *development*, and management of *infrastructure* within municipalities, across lower tier and upper-tier municipal boundaries, and with other orders of government, agencies, and boards.

7.1.2. Objectives

(a) To co-operate with the Region concerning provision of municipal water, ~~and~~ sanitary sewers and storm sewers.

(b) To direct and accommodate expected growth or *development* in a manner that promotes the efficient use and optimization of municipal water and sanitary and storm sewers.

(c) To ensure the efficient use and optimization of *sustainable private services* for *development* outside of the *Urban Area Boundary*.

(d) To ensure that municipal water and sanitary and storm sewer services can be sustained by the water resources upon which the services rely.

(e) To ensure that municipal water and sanitary and storm sewer services are financially viable and comply with all regulatory requirements and protect human health and the natural environment.

(f) To promote water conservation and efficient water use.

(g) To integrate servicing and land use considerations at all stages of the planning process.

(h) To support optimizing the long-term availability and use of land, resources, *infrastructure*, electricity generation facilities and transmission and distribution systems, and *public service facilities*.

(i) Promote the use of *green infrastructure* and *low impact development* by considering *green infrastructure* in projects and encouraging its use through review of *development* applications.

(j) Assess *infrastructure* risks and vulnerabilities, including those caused by the impacts of climate change, and identify actions and investments to address these challenges, which could be identified as part of the Town's asset management planning.

(k) To strategically locate *infrastructure* and *public service facilities* to support the effective and efficient delivery of emergency management services and to ensure the protection of public health and safety.

7.1.3. Urban Settlement Areas

All *development* within the Urban Settlement Area Boundaries shall be provided with municipal water supply and storm and sanitary sewers, as required based on growth forecasts that are updated throughout the life of this plan. Municipal water supply and storm and sanitary sewers shall be coordinated and integrated with land use planning so that they are financially viable over their life cycle as demonstrated through Town asset management planning. *Development* within the urban area shall only be permitted in a well-planned and progressive manner subject to the policies of this Plan.

Infrastructure planning, *development*, and asset management shall be undertaken in support of the growth management policies of this Plan to promote sustainability and the achievement of *complete communities*. This will be achieved through consideration of growth forecasts for the Town of Lincoln, as updated based on new information that comes available, and in consultation with Niagara Region, where required, to ensure alignment with the Region's Water ~~an~~and Wastewater Master Servicing Plan. ~~The Campden Urban Area is shown on Schedule 'B2' and is serviced with municipal sanitary sewers.~~

Before consideration is given to developing new *infrastructure*, the Region and Local Area Municipalities shall optimize the use of existing *infrastructure*, and plan and direct growth, in a manner that promotes efficient use of existing services while aligning with protection of the surrounding natural environment and ~~, including~~ incorporation of *watershed* planning.

7.1.4. Outside Urban Settlement Areas

Municipal water supply mains or municipal sewers shall not be extended outside the urban areas except:

(a) Where necessary to correct an existing health problem as determined by the Medical Officer of Health or where there is a clean-up order from the Ministry of the Environment, Conservation and Parks, and provided all alternatives to municipal mains for resolving health concerns have been considered; and

(b) Where extensions of the water supply system are for necessary operating purposes, such as the looping of existing mains, the replacement of existing mains, and the interconnection of urban areas.

All *development* outside the urban areas shall be serviced by *sustainable* individual on-site water and *individual on-site sewage services*, except an existing lot of record outside the urban areas may be permitted to connect to existing municipal services where municipal sewers or water supply mains have been previously extended outside the urban areas, subject to confirmation of sufficient water/wastewater capacity. However, this does not include any *infrastructure* owned and operated by Niagara Region.

7.1.5. Water Supply and Sanitary Sewers

(a) The Region will provide and maintain an adequate water supply and sewage treatment system for designated urban ~~areas~~areas in accordance with the Regional Water and Wastewater Master Servicing Plan.

(b) All *infrastructure* supplies and connections shall confo~~i~~rm to ~~applicable MECP~~applicable MECP and Town Design requirements.~~.~~

(c) All *development* in the urban area shall be provided with a municipal water supply and sanitary sewers.

(d) *Partial services* shall only be permitted in the following circumstances:

(i) Where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing *development*; or

(ii) Within *settlement areas*, to allow for infilling and minor rounding out of existing *development* on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

(e) Private *development* in the urban area that is created through condominium process shall be adequately serviced with water and sanitary sewer.

(f) The Town shall co-operate with the Region to identify and correct deficiencies within the municipal water supply and sewage collection system.

(g) ~~Municipal~~ Town water supply mains~~ies~~ which have been extended beyond the urban area shall only be made available ~~to~~to ~~existing uses beyond the *Urban Area Boundary* in the case of existing health hazards and environmental degradation or where connection is permitted under the policies of the Regional Official Plan~~ where they exist along the frontage of existing lots of record. In these areas, a maximum connection size of 2.54 cm (1") may be permitted unless submitted engineered calculations demonstrates feasibility to the Town's satisfaction for larger diameter to support potable water uses only (i.e. kitchen, toilet, shower).~~.~~

(h) *Development* shall only be permitted in areas beyond the *Urban Area Boundary* on *sustainable* private water services and sewage disposal systems that meet the requirements of the Region and/or the Ministry of the Environment. Connection to municipal water and/or sanitary services that are readily available across the frontage of the lands may be permitted, subject to the policies of the Regional Official Plan. Subdivision *development* in *Rural Settlement* areas shall only be permitted based on studies by a qualified practitioner to determine the availability of ground water and the suitability of soils for private sewage disposal systems.

(i) Planning for sewage services shall direct and accommodate expected growth or *development* in a manner that promotes the efficient use and optimization of existing *municipal sewage services*.

(j) The Town and the Region, through the establishment of the 5 year Regional Capital Works Budget, shall attempt to ensure that water and sewage facilities within the Town are adequate to achieve:

(i) A continuous three year supply of a combination of draft approved and/or registered lots and blocks on plans of subdivision;
(ii) At least a twenty-year capability to accommodate the residential needs of the Town.

(k) Prior to any planning approvals, new *development* applications requiring a Provincial Permit to Take Water shall satisfy the Region that the water taking will not have *negative impacts* on natural *ecosystems* or the *quality and quantity of water* to meet existing and planned uses.

(l) The potential impact of climate change on the planning and sizing of water and wastewater *infrastructure* shall be considered.

(p) ~~(m)~~ The location, design, construction, and operation of *infrastructure* will be *sustainable*, strategic, and cost-efficient, and minimize adverse impacts on the natural environment system, agricultural lands, and existing landscape.

(q) *Infrastructure* will be planned through the appropriate environmental assessment process, ensuring full regard for the natural environment system, cultural heritage resources, and natural hazard areas of the region.

(r) Prior to approval of *development*, the Town shall ensure that required water and *wastewater services* and servicing capacity is available to support the *development*.

(s) The Town, in coordination with the Region, will comprehensively approach and integrate growth with required *infrastructure* and establish priority and phasing policies for water and *wastewater services*.

(t) Private lateral connections to Regional wa~~ste~~ter or wastewater mains are discouraged.

(u) The Region will endeavour to:

a. Maintain sufficient reserve capacity in its water and wastewater *infrastructure* and facilities to provide operational flexibility and meet potential changes in servicing conditions;
b. Ensure new *development* will not put the Region out of compliance with regulations and the Region will consider opportunities to maintain or reduce wet weather overflow occurrence; and
c. Provide reliability, redundancy and security in its water and wastewater systems with attention to high risk and critical areas.

(v) The Region will review a combination of servicing strategies including *infrastructure* and non-infrastructure solutions to meet wet weather level of service and provide sufficient wastewater capacity. The Region will work collaboratively with the Local Area Municipalities to reduce wet weather flows in the sanitary system.

(w) Any extensions of the existing water supply or sewage disposal systems must have approval through the current water licenses and sewage disposal system approvals from both the Town and Region.

(x) Where *development* is proposed on lands adjacent to an existing or proposed sewage treatment facility, the location of *development* shall be determined by appropriate noise and odour studies that identify suitable separation distances and mitigation measures.

7.1.6. Stormwater Management~~Storm~~ ~~Drainage~~

(a) Planning for stormwater management shall:

(i) Be integrated with planning for sanitary and water services and ensure that systems are~~of~~ optimized, feasible and financially viable over the long term;
(ii) Minimize, or, where possible, prevent increases in contaminant loads; ~~Minimize changes in water balance and erosion;~~
~~(i)~~(iii) Minimize erosion and changes in water balance, and prepare for the impacts of climate change through the effective management of stormwater, including the use of *green infrastructure* to mitigate risks to human health, safety, property and the environment;
(iv) Maximize the extent and function of vegetative and pervious surface;
(vi) Not increase risks to human health and safety, ~~and~~ property ~~damage~~damage and the environment;
(vii) ~~Maximize the extent and function of vegetative and previous surfaces; and~~
(vii) Promote stormwater management best practices, including stormwater attenuation and re-use, and *low impact development*; ~~a~~And
~~(vii)~~(viii) Consider *green infrastructure* and other measures which address the impacts of climate change.

(b) All new *development* and *redevelopment* within the Town~~. Including *development* through the condominium process~~ shall be served by a suitable storm drainage system that is satisfactory to the Town, Niagara Region, as required, and the Niagara Peninsula Conservation Authority.

(c) The Town shall ensure that storm drainage works installed to serve new *development* are in conformance with the existing Master Drainage Plans as well as applicable MECP and Town Design requirements.

(d) The Town shall develop and implement stormwater management plans that will establish storm drainage requirements for ultimate *development* within the Urban Area. Temporary stormwater management facilities will not be provided.

(e) The design of individual stormwater management plans for isolated *development* proposals shall incorporate on-site control techniques to minimize peak stormwater flows in the receiving *watercourse*, and to ensure adequate water quality treatment.

(f) Sediment retention basins may be required to control quantities of suspended materials washed from sites during *development* activities.

(g) Stormwater quality control shall be achieved by the use of ponds and/or lot level controls. Underground tanks will only be considered for isolated site *developments* or exceptional circumstances.

(l) ~~(h)~~ The Town shall promote the use of naturalized methods of stormwater management, including permeable surfaces.

~~(b)~~(m) The Town shall promote *sustainable* stormwater management plans and strategies as part of *development* and redevelopment.

(i) All commercial, industrial, institutional and residential *development* proposals as determined through pre-consultation with the Town shall ~~of five lots or more shall~~ be supported by a Stormwater Management Plan. The content and depth of the Stormwater Management Plan shall be determined through pre-consultation prior to a *development* proposal being considered.

(j) All Stormwater Management Plans shall be prepared by a qualified professional to the satisfaction of the Town, the Niagara Peninsula Conservation Authority ~~and the Region~~ and shall be prepared in accordance with the following documents:

(i) Stormwater Management Criteria Appendix A, Town of Lincoln Environmental Compliance Approval (2023) pursuant to the *Environmental Protection Act*;

~~(i)~~(ii) Ministry of Environment and Climate Change Stormwater Management Planning and Design Manual (2003);

~~(ii)~~(iii) Niagara Peninsula Conservation Authority *Stormwater Management Policies* (2010), as amended, or its successor; and

~~(iii)~~(iv) Greater Golden Horseshoe Conservation Authorities Erosion and Sediment Control Guidelines for Urban Construction (2006) as amended, or its successor.

(k) All Stormwater Management Plans shall:

(i) Be informed by *watershed* planning, or equivalent
(ii) Characterize existing environmental conditions
~~(i)~~(iii) Provide recommendations on a stormwater quantity system which ensures that post-*development* run-off rates will not be greater than the pre-*development* run-off rates for storms up to and including the 1:100 year flood;
~~(ii)~~(iv) Document the possible impacts of *development* on *watershed* flow regimes including their interconnection with groundwater resources;
~~(iii)~~(v) Provide recommendations on how to maintain pre-*development* water quality and improve run-off where appropriate;
~~(iv)~~(vi) Document the means by which stormwater volume control will be provided; ~~and~~
(vii) Determine and describe the necessary measures required to be undertaken during construction to mitigate the potential negative impact of *development*; ~~.~~
(viii) Protect the *quality and quantity of water* by assessing existing stormwater facilities and systems;
(ix) Identity the need for stormwater retrofits, where appropriate;
(x) ~~E~~examine Examine the cumulative environmental impacts of stormwater from existing and planned *development*, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;
(xi) Incorporate appropriate *low impact development* and *green infrastructure*;
(xii) Identify the full life-cycle costs of the stormwater *infrastructure*, including maintenance costs; ~~,~~ and
~~(v)~~(xiii) ~~Iclude~~ Include an implementation and maintenance plan

(l) Proposals for large-scale *development* proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

(i) conforms with applicable *watershed* planning policies
(ii) is informed by a *subwatershed* plan or equivalent as completed by the Local Area Municipality;
(iii) ensures all proposals for *development* or redevelopment are designed based on an integrated treatment approach in order to address requirements for water quality, erosion control, flood control, thermal mitigation and water budget to minimize stormwater flows and reliance on stormwater ponds, which includes *low impact development* and *green infrastructure*, where appropriate;
(iv) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces;

(v) ensures stormwater management facilities are designed to support key features and *ecological functions* in the Region's natural environment system, where possible; and

(vi) aligns with the *stormwater master plan* or equivalent for the settlement area, where applicable.

(m) All stormwater management facilities in a plan of subdivision shall be placed in an appropriate Open Space or Environmental Zone in the Implementing Zoning By-law to reflect the potential for these lands to be flooded and to ensure that their intended use is recognized. Stormwater facilities for condominium *developments* and other large single uses may be privately owned and maintained. Agreements with the Town may be required as a condition of approval, to provide for their continued maintenance.

7.1.7. Waste Management

The Town will work with the Niagara Region to design, operate, and monitor *waste management* facilities in such a manner as to promote sustainability and public health and, wherever feasible, provide for future adaptive reuse opportunities in accordance with applicable Local official plan policies and Provincial requirements.

(a) The Town shall encourage the Region to maintain and improve the regular collection of municipal waste in residential and commercial areas.

(b) The Town shall coordinate with the Region to promote enhanced waste reduction, composting and recycling initiatives, and identification of new opportunities for energy production from waste, source reduction, reuse and diversion. Consideration shall be given to increased convenience and access for waste diversion collection programs to promote participation.

(c) The Region shall continue to monitor leachate seepage and methane gas conditions at any former waste management sites within the Town.

(d) The Town encourages new *development* to provide for collection and storage of recyclable wastes on site.

(e) Waste management sites for putrescible wastes shall not be permitted.

(f) ~~(f)~~ Waste disposal sites and transfer stations and automotive recycling uses, including tire storage and recycling uses, are not permitted in the Specialty Agricultural or Prime Agricultural designations or NEP Area.~~.~~ Other uses including: compost facilities; soil manufacturing; storage or processing of treated solid material that is leftover from the municipal waste water treatment process; and storage or processing of other non-agriculture source material, are also prohibited in the Specialty Agricultural or Prime Agricultural designations if the use is not primarily related to the farm operation on the lands.

(g) The Town shall ensure that the Official Plan, Zoning By-law, Plan of Subdivision approvals and Site Plan Approvals for new *development* comply with the Region's requirements for waste collection to ensure safe and efficient waste collection and diversion.

(h) The Region will develop a Long Term Waste Management Strategic Plan.

(i) *Waste management systems* shall be located and designed in accordance with Provincial legislation and standards.

(j) The Region shall provide *waste management systems* that are an appropriate siuze and type to accommodate present and future requirements, and facilitate, encourage, and promote reduction, reuse and recycling objectives.

~~(f)~~(k) The Region will provide for the disposal and treatment of solid wastes to Local Area Municipalities and in alignment with the Region's Long Term Waste Management Strategic Plan.

7.1.8. Utility Services

It is the intent of The Town, in coordination with the Region, as required, to ensure that all *development* in the Town is serviced by *utility* services such as hydro, telecommunications *infrastructure* and, where feasible, natural gas. The Town intends to co-operate with the public and private *utility* companies to ensure that the siting and location of utilities is achieved with minimal impact to the Town residents and comply with the natural environment policies.

The burial of overhead utilities and the co-location of utilities underground is encouraged in areas strategically identified for *intensification* including *strategic growth areas*, and *local growth centres and corridors*.

The joint use of rights-of-way and corridors is encouraged wherever feasible for various facilities in order to:

Lessen the impact on the environment of uncoordinated alignments of various single purpose authorities, and

Avoid land use and *development* conflicts associated with such rights-of-way and alignments.

Secondary uses, such as active and passive *recreation*, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of a hydro corridor is for electricity generation facilities and transmission and distribution systems, and that *secondary uses* require technical approval from Hydro One Networks Inc."

TransCanada PipeL~~l~~ines Limited ("TCPL") operates high-pressure natural gas pipelines within its rights-of-way, which cross through the Town of Lincoln as identified on Schedule A and A1 to this Plan. The following policies are applicable to TCPL *infrastructure*:

- TCPL is regulated by the Canada Energy Regulator ("CER"), which has a number of requirements regulating *development* in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline (the "Prescribed Area").

- New *development* can result in increasing the population density in the area and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the Town shall require early consultation with TCPL for any *development* proposals within 200 metres of its facilities (the "Class Assessment Area").

- Where *development* is proposed in proximity to a TCPL compressor station, a noise and vibration study, to be carried out by the proponent, may be required for *development* proposals within 750 metres of the compressor station. The study will determine if provincial guidelines can be achieved, and if ~~necessary~~necessary, recommend appropriate mitigation measures.

- New *development* in proximity to a TCPL pipeline right-of-way shall incorporate appropriate setbacks in accordance with TCPL's *development* standards and the Town's Zoning By-law.

~~A setback of 7 metres shall be maintained from the limits of the TCPL right-of-way for all permanent buildings and structures. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.~~

~~A minimum setback of 7 metres shall be maintained from the limits of the TCPL right-of-way for:~~

~~a. Any parking area or loading area, including parking, loading, stacking and bicycle parking spaces, and any associated aisle or driveway; and,~~

- ~~b. Stormwater management facilities.~~
- In the Urban Area, the Town will encourage the use of TCPL's right-of-way for passive parkland or open space subject to TCPL's easement rights.

7.1.9. Emergency Management Facilities

Infrastructure and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management facilities and to ensure the protection of public health and safety. Emergency Management will continue to be coordinated with the Region.

7.1.10. Phasing of Development

(a) It is the intent of The Town to direct *development*, within the Urban Area, in an orderly and efficient manner through the phasing of *development*. The phasing of *development* will largely be regulated by the availability of municipal services and the capability of the municipality, the Region and the *development* industry to fund necessary capital improvements. Where off-site servicing upgrades are required, *development* shall not be permitted until those improvements are made.

(b) *Development* shall be contiguous with existing urban *development*. In no case shall *development* be permitted that requires or causes the undue extension of urban services or financial hardship for the Town.

(c) The provision of municipal services for the various urban *settlement areas* of the Town as identified as Urban on Schedule 'A' shall be guided by the ~~10 Year~~forecasted Capital Budget.

(d) Trunk services will only be extended when it is economically feasible to do so.

(e) Priority will be given to *intensification* opportunities, infilling and completion of existing neighbourhoods and communities.

(f) The phasing policies of this Plan w~~ill be updated to align with the Regional Phasing Strategy once it has been approved by the Region~~ are intended to inform a phasing strategy that:.
i. ensures logical, sequential *development* of all designated- growth ~~greenfield~~ area lands;
ii. considers *development* and redevelopment of *employment areas*
Iii. supports the achievement of *intensification* and density targets identified in this Plan
Iv. provides and aligns *infrastructure* and *public service facilities* with Town and Regional servicing and transportation master plans, in a timely manner
v. utilizes existing *infrastructure* and redevelopment opportunities, wherever possible
vi. ensures adequate land, *infrastructure* and *public service facilities* meet current and projected needs
Vii has regard for the natural environment system and *watershed*;
i. establishes *complete communities*;

(g) Before consideration is given to developing new *infrastructure* and *public service facilities*:

(i) The use of existing *infrastructure* and *public service facilities* should be optimized; and
(ii) Opportunities for *adaptive re-use* should be considered, wherever feasible.

Construction of new, or expansion of ~~existing municipal~~ water, wastewater and stormwater *infrastructure* should only be considered where plans for expansion or for new services shall serve growth that achieves the growth management targets and policies for *intensification* and density in this Plan, and where the following conditions are met:
a. Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area; and
i. b. plans have been considered in the context of applicable inter-provincial, national, bi-national or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement.

7.1.11. Development Charges

It is the principle of this Plan that the cost of servicing new *development* or *redevelopment* shall be borne by that *development* or *redevelopment*. To finance costs of satisfying the service demands and burdens resulting from growth, the Town may impose a development charge under the *Development Charges Act* and Regulations with respect to new growth through *development* and *redevelopment* of land.

7.1.12. Greenhouse Municipal Water Supply Policies

Connections for greenhouses to the municipal water supply shall be subject to the following criteria:

(a) Each request should be dealt with and assessed on its own merits with the Town Official Plan policies in mind;

(b) Each proposal must not in any way jeopardize the capacity or integrity of the service to *development* in *Settlement Areas* and the existing services to existing residents;

(c) Each proposal should bring economic benefit to the Town and shall be financed entirely from private funds;

(d) Any service connection must be constructed to Town standards to the satisfaction of the Town and with guarantees and securities to ensure that no risk is being assumed by the municipality; and

(e) In consideration of clauses (a), (b), (c) and (d) above, the following criteria must be met in order to be eligible to tap into a municipal water supply;

(i) The property on which the greenhouse operation is located must have frontage on a municipal watermain;
(ii) The greenhouse operation must be independently serviced with only one connection permitted;
(iii) The greenhouse must already provide the equivalent of one gallon per square foot of storage to reduce the demand for water from the municipal supply. Reduction of water storage may be reduced where demonstrated by a water conservation plan. The water service shall also contain:

- Main shutoff valve;
- Water metre owned by the Town;
- A solenoid valve;
- Water level control shutoff;
- A 24-hour time clock;
- A backflow preventer; and

- Overflow measures.

(iv) The maximum size service to any greenhouse operation regardless of the storage requirements will be 1" in diameter;
(v) The water supply can only be accessed after 7:00 p.m. and before 7:00 a.m. the next morning; and
(vi) The connection complies with the criteria in the Regional Official Plan.

7.1.13. Green Energy Infrastructure

The Town will coordinate with and support Niagara Region to develop a municipal energy plan to reduce energy consumption and greenhouse gas emissions, complement land use and *infrastructure* master planning, and support economic *development* opportunities in the region.

In both municipal *infrastructure* projects and private property *development* initiatives, planning and construction activities shall consider principles of environmental sustainability including but not limited to:

(a) Reducing energy demands;

(b) Promoting design and orientation to optimize passive solar energy gains;

(c) Providing for on-site, renewable energy generation and co-generation and district energy systems;

(d) Maximizing water conservation, including water efficient landscaping and collection and reuse of clean water;

(e) Providing appropriate stormwater infiltration at the source;

(f) Integrating green roofs into energy and water conservation strategies;

(g) Providing for collection and storage of recyclable and organic wastes on site;

(h) Integrating *active transportation* and transit into *development* plans; and

(i) Maintaining and enhancing hydrological and natural heritage features and functions

(j) Promoting opportunities for district energy, *renewable energy systems* and *alternative energy systems* in accordance with the municipal energy plan to be developed by the Region.

Subject to Provincial requirements, ~~the Region and Local Area Municipalities will review~~ the siting of all renewable energy generation facilities will be reviewed within the context of all policies of this Plan.

All renewable energy projects and associated distribution *infrastructure* shall be located, designed, and constructed to eliminate or minimize adverse impacts on agricultural operations, lands, and activities; significant natural heritage features; existing *mineral aggregate operations*;

and cultural and built heritage resources. They shall be designed and constructed to be appropriately buffered and/or separated from *sensitive land uses* to prevent *adverse effects* and to minimize the risk to public health and safety.

Application for wind energy *development* should at minimum include the following:

a. A justification/impact report that demonstrates:

i. the need for, and public benefit of, locating the proposed generating capacity in these areas;

ii. an assessment of impacts on agricultural operations, lands and activities, natural heritage features, nearby residences and other *sensitive land uses* in the area; and

iii. the means of minimizing any *adverse effects*.

b. a visual impact assessment;

c. a noise report demonstrating compliance with Provincial requirements; and

d. a report demonstrating compliance with Provincial shadow flicker guidelines.

The *development* of new or expanded renewable energy projects within an area regulated under the *Niagara Escarpment Planning and Development Act* will be subject to the provisions of the Niagara Escarpment Plan.

The *development* of new *renewable energy systems* in areas adjacent to or on known deposits of aggregate, mineral or *petroleum resources* shall be permitted where it has been demonstrated that the energy system serves a greater long-term public interest during the lifetime of the wind energy system and does not compromise the future extraction of the aggregate, mineral resources.

The *development* of *renewable energy systems* shall be prohibited where they may cause a potential aviation safety hazard as determined by Transport Canada or the appropriate agency.

7.1.14. Regional Infrastructure

The Niagara Region is committed to providing and managing water and *wastewater services* in a way that is integrated, efficient, and environmentally *sustainable*. Infrastructure planning will be closely aligned with land use and *watershed* planning to support strategic growth and meet *intensification* targets. Long-term master plans will guide investment decisions, ensuring *infrastructure* is delivered within the Region's financial capacity and with full consideration of life-cycle costs. The Region will also promote *green infrastructure* and low-impact *development* through public works and *development* reviews.

Priority for new municipal water and sewage services will be given to urban areas that align with master servicing plans, existing developments with inadequate services, and industrial projects that generate employment. Compact, *strategic growth areas* and developments supported by secondary plans will also be prioritized. Additionally, the Region will develop stormwater management guidelines to promote best practices and address climate change impacts, while

updates to servicing plans and *infrastructure* reviews will be conducted in collaboration with municipal staff.

~~The infrastructure policies that follow will ensure that existing and future development is supported by infrastructure that is planned, constructed, and managed in an integrated, efficient, and environmentally sustainable manner.~~

~~The Region provides water services and wastewater services to urban areas. The Niagara Region is responsible for water treatment, transmission mains, storage facilities, major booster pumping stations, wastewater treatment, trunk sewers and sewage pumping stations. The Niagara Region will continue to prepare, update, and rely upon long-term infrastructure master plans to ensure optimization and strategic timing of sound investments.~~

- ~~Infrastructure planning shall be aligned with land use planning, infrastructure investment and watershed planning.~~
- ~~Infrastructure investment shall be leveraged to direct and support growth and development within strategic growth areas as well as to achieve the minimum intensification and density targets identified in this Plan.~~
- ~~The Region shall provide infrastructure and services within its jurisdiction to accommodate existing development and anticipated growth within the financial capability of the Region.~~
- ~~The Region will identify the full life-cycle costs of infrastructure and provide long-range, holistic, integrated and financially sustainable infrastructure planning based on the understanding of the co-relation between long-term infrastructure investment and long-term funding plans.~~
- ~~The Region will promote the use of green infrastructure and low impact development by considering green infrastructure in public works projects and encouraging its use through review of development applications.~~
- ~~Updates to the Regional Water and Wastewater Master Servicing Plan may be considered at the discretion of the Niagara Region.~~
- ~~New and expandsing Regional infrastructure and facilities may be reviewed by Niagara Regional Staff in consultation with municipal staff.~~
- ~~The Region shall give priority for the provision of new municipal water and sewage services within urban areas to:~~
    - ~~Areas where growth align with the Region's Water and Wastewater Master Servicinnig Plan;~~
    - ~~Existing development on individual on-site sewage services and/or individual on-site water services within the urban areas;~~
    - ~~Existing development having deficiencesicienes in existing municipal water and wastewater systems/services to meet minimum water quality objectives and minimum pollution abatement objectives, as established by the Region in consultation with appropriate Provincial and Federal ministries;~~
    - ~~Industrial development creating employment opportunities, which shall be assigned a higher priority than new residential development;~~
    - ~~Development and redevelopment of within strategic growth areas which produce an intensive and compact form of development; and~~

- ~~Support areas with secondary plans.~~
- ~~The Region shall develop Stormwater Management Guidelines giving guidance on best practices and innovation for development application and public works projects and to assist in addressing climate change impacts.~~

PART 8
COMMUNITY DESIGN GUIDELINES

8.1. GENERAL

Community Design Guidelines are required to ensure that prominent natural and cultural heritage features blend to improve the visual quality of all areas in the Town. Accordingly, the Plan establishes guidelines based on accepted planning and design principles, which include:

(a) Measures to conserve and restore the Town Cultural Heritage resources;

(b) Policies to maintain a high standard of residential design and to encourage the supply of various housing types;

(c) Measures to enhance the *public realm*;

(d) Measures to ensure that all buildings and property in the Town are maintained and, where necessary, upgraded to Town standards;

(e) Policies to provide for Community Improvement through the revitalization of older residential and commercial areas;

(f) Guidelines to encourage the wise and efficient use of energy resources and *sustainable* technologies in the *development* of the Town; and

(g) Policies to ~~encourage~~enhance natural heritage and ~~courageencourage tree preservation~~the urban tree canopy. ~~.~~

8.2. HERITAGE CONSERVATION

8.2.1. Introduction

It is the intent of The Town that *significant built heritage resources* and *significant cultural heritage landscapes* are *conserved*.

8.2.2. Objectives

(a) To appoint and support the Heritage Committee.

(b) To encourage the identification, conservation, preservation and restoration of *Cultural Heritage* and *cultural heritage landscapes* within the Town.

(c) To encourage the conservation, restoration and *adaptive re-use* of heritage buildings within the Town.

(d) To recognize natural and agricultural landscapes as an important *cultural heritage landscape* feature.

(e) To evaluate the impact of all municipal projects on heritage features within the Town.

(f) To identify and conserve heritage trees.

(g) To revitalize and, where appropriate, preserve *Cultural Heritage* resources within areas that reflect local heritage, *character* and streetscapes.

8.2.3. Policies

(a) The Town shall encourage the conservation of *significant built heritage resources* and *significant cultural heritage landscapes* in the Town in order to foster a *sense of place* and benefit communities, including First Nations and ~~communities~~indigenous groups, which may include archaeological sites, buildings, structures, streetscapes of historical and architectural value and natural features.

(c) The Town will consider the consultation protocols of the First Nations that have traditional territory in this area, including the Anishinaabe, specifically the Mississaugas of the Credit First Nation, and the Haudenosaunee when engaging on planning matters.

(b) *Cultural heritage landscapes* may be included within a heritage conservation district or may be designated as individual properties under Part IV of the Ontario Heritage Act. When the register of cultural heritage resources is completed, the register may be incorporated in this Plan.

(c) The Town shall conserve cultural heritage resources by utilizing its authority under the *Ontario Heritage Act* to designate individual properties and heritage conservation districts that are of cultural heritage value or interest. The Town has established a municipal heritage committee to advise and assist Council on matters related to Parts IV and V of the Ontario Heritage Act. The Town may also consult the Heritage Committee on matters related to cultural heritage conservation and identifying properties that may warrant designation.

(d) The Town will require a Heritage Impact Assessment to be conducted by a qualified professional whenever a *development* or other proposal has the potential to affect a cultural heritage resource.

(e) Proposals to alter, demolish or erect a structure on any designated ~~or listed~~ property, a site ~~located~~ adjacent to a designated property or proposals to demolish a listed property or located within a Heritage Conservation District shall be subject to the preparation of a Heritage Impact Assessment that will be submitted to the Town for review and approval.

(f) Where the Town has required a Heritage Impact Assessment, the resource(s) concerned will automatically receive temporary protection from alteration/demolition until the Assessment is completed to the satisfaction of the Town.

(g) Where the Town requires a Heritage Impact Assessment, it shall be prepared on behalf of the proponent by a qualified professional approved by the Town. The Assessment shall:

(i) ~~Identification~~ Identify and establish ~~of~~ significance ~~and~~ of the *Heritage Attributes* of the cultural heritage resource;
(ii) Provide a site history and a description of the heritage resource;
(iii) Describe the proposal;
(iv) Identify the impacts the proposal will have on the heritage resource;
(v) Include recommendations on how the impacts of the proposal on the heritage resource will be mitigated;
(vi) Where appropriate, establish a justification for demolition or alteration of the resource; and
(vii) The recommended design alternatives.

(h) All properties having *significant built heritage* or *significant cultural heritage landscapes*, which are to be developed shall be *conserved*. The conservation of these resources shall be a requirement of any *development* approval.

(i) D*evelopment and site alteration* shall not be permitted on *adjacent lands* to a *protected heritage property* except where the proposed *development* has been evaluated and it has been demonstrated that the *heritage attributes* of the *heritage property* will be *conserved*.

(j) The Town shall maintain a register of all properties designated under Part IV of the *Ontario Heritage Act.* This register may also contain properties that are not designated, but which are considered by Council and the Heritage Committee to be of cultural heritage value or interest.

(k) The Town, in consultation with the Heritage Committee, may designate a Heritage Conservation District pursuant to the Ontario Heritage Act where all or some of the following characteristics have been identified:

(i) The majority of the buildings reflect an aspect of local history;
(ii) The majority of the buildings are of an architectural style, or a method of construction which is *significant* historically or architecturally to the Town, Region or Province;
(iii) The district contains other important physical, environmental or archaeological characteristics which collectively create an area of particular *character* and/or aesthetic value; and
(iv) The district is in an area of special association that is distinctive within the Town, and as a result, contributes to the *character* of the entire community.

(l) Prior to the designation of a Heritage Conservation District, the Town will:

(i) Pass a by-law of intent to define and investigate an area;
(ii) Prepare and adopt a Heritage Conservation District Plan to encourage conservation; and
(iii) Pass a by-law designating the area as a Heritage Conservation District.

(m) The Town shall ensure cultural heritage resources are *conserved* and areas of archaeological potential on Appendix B ~~Schedule K of the Niagara Regional~~ of the Official Plan are reviewed when undertaking municipal public works projects impacting municipally owned properties such as roads and *infrastructure* projects, carried out under the Municipal Class Environmental Assessment (EA) process. When necessary, the Town will require heritage impact assessments or archaeological assessment and other satisfactory measures to mitigate any *negative impacts* affecting identified cultural heritage resources located on municipally owned properties or from a municipally driven undertaking.

(n) *Development* and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved* or the lands have been investigated and cleared or mitigated following clearance from the Province.~~.~~

(o) The Town will pursue the availability of government grants to assist in heritage conservation and protection.

(p) To ensure and encourage the conservation and *adaptive reuse* of all heritage resources, the Town may:

(i) Request special legislation from the provincial government to provide greater demolition control of designated buildings than is permitted under the Heritage Act;
(ii) Provide incentives such as ~~bonus zoning (~~increases to height and/or density~~)~~, additional land uses and/or parking requirement relaxation;
(iii) Use Heritage Conservation Easements to ensure the enhanced protection of heritage properties;
(iv) Require Heritage Letters of Credit to ensure heritage buildings are not damaged during *development*/*redevelopment*; and/or

(q) Archaeological assessments carried out by consultant archaeologists licensed under the *Ontario Heritage Act,* shall be required as a condition of any *development* proposal affecting areas containing a known archaeological site or considered to have archaeological potential.

(r) The Town will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and *archaeological resources*.

(s) The Town prior to approving an application for shoreline of waterfront *development* require a marine archaeological assessment to be conducted by a licensed marine archaeologist, pursuant to the *Ontario Heritage Act* if there is potential for the

presence of partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value.

(t) ~~Archaeological assessment reports prepared by licensed consultant archaeologists are to be in compliance with the 2011 Standards and Guidelines for Consultant Archaeologists as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the *Ontario Heritage Act*.~~ When an archaeological assessment is required, the assessment will follow the applicable guidelines and processes as dictated by the Province, such as the *Standards and Guidelines for Consulting Archaeologists*, and an acknowledgement letter from the Province verifying this shall be required prior to any final approvals.

(u) *Areas of archaeological potential* are determined through ~~Schedule~~ Appendix B ~~K~~ of the ~~Niagara Regional~~ Official Plan~~the use of provincial screening criteria~~, or criteria developed by a licensed consultant archaeologist based on the known archaeological record the municipality and its surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use.

(v) Unexcavated archaeological sites and *archaeological resources* shall be protected against disturbance until all required archaeological assessments and requirements from the Province have been completed.

(~~v~~w) The Town shall consider the interests of First Nations and Indigenous~~Aboriginal~~ communities when identifying, protecting and ~~in~~ conserving cultural heritage and *archaeological resources* will engage with First Nations and Indigenous communities as appropriate when considering planning matters, planning applications and when making planning decisions. ~~.~~

(x) The Town, Region, and project proponents shall follow the emergency protocol for the unexpected discovery of *archaeological resources* as detailed in the Archaeological Management Plan. The protocol will be shared with the Town, project proponents, and community members for projects subject to archaeological conditions. A standard clause addressing the emergency protocols shall also be included in all draft plan approvals and *development* agreements.

(y~~w~~) The Town shall advise the Region of properties of cultural heritage value or interest that have been designated or listed on the register under the Ontario Heritage Act.

(z~~x~~) Those areas of the Town in and around the First Baptist Church, Library and the Central Business District have a distinct heritage *character* that is an important part of defining the ~~small town~~ *character* of Beamsville. A *cultural heritage landscape* study of this area should be prepared to define more thoroughly its unique characteristics and to provide guidance for future infill *development* that will not adversely affect this *character*.

8.3. PROPERTY MAINTENANCE

8.3.1. Introduction

It is the intent of The Town to require the maintenance of the existing buildings and property in a state of good repair, and to control the quality of new *development*.

8.3.2. Objectives

(a) To develop and enforce a Property Maintenance and Occupancy Standards By-law.

(b) To provide for the maintenance and upkeep of municipal buildings and property.

8.3.3. Policies

(a) The Town shall require the maintenance and improvement of all properties in the Town, to minimum standards, through the enforcement of Zoning, Building and Property Maintenance and Occupancy Standards By-laws.

(b) The Town shall adopt and enforce by-laws pursuant to the *Building Code Act* which:

(i) Set standards for the maintenance and occupancy of property within the Town, or within any defined area(s), and for prohibiting the occupancy or use of such property that does not conform to such standards; and
(ii) Require property that does not conform to the standards, to be brought up to standard or to be cleared of all buildings, structures, debris and refuse and left in a graded and levelled condition.

(c) The Town shall require the care and maintenance of properties situated in any land use designation to:

(i) Conserve and safeguard the existing housing stock;
(ii) Ensure that minimum standards of safety and health are complied with; and,
(iii) Prevent unsightly conditions of buildings or property, and the accumulation of debris and derelict vehicles.

(d) The Town shall undertake to keep in a well-maintained condition all Municipal properties and structures, and to provide, and maintain in good repair, roads, sidewalks, and other public works.

8.4. COMMUNITY IMPROVEMENT PLANS

8.4.1. Introduction

The Town may designate areas as community improvement project areas and may prepare and adopt community improvement plans for the project areas.

8.4.2. Objectives

Settlement areas

Community improvement plans may be prepared and adopted by the Town to achieve one or more of the following objectives:

(a) To support public as well as private sector improvement efforts;

(b) To foster the revitalization and *redevelopment* of downtowns;

(c) To support the implementation of the Town growth management policies as set out in this Plan;

(d) To encourage private sector investment in order to preserve and enhance the viability of existing commercial areas;

(e) To maximize the use of existing public *infrastructure* by encouraging infilling, *intensification* and *redevelopment* of lands and buildings;

(f) To encourage, support and coordinate private and public sector renovation, repair, rehabilitation, *redevelopment* or other improvement of lands and/or buildings;

(g) Maintain and improve municipal services including sanitary sewers, water, stormwater management, roads, sidewalks and streetlighting;

(h) Encourage the conservation, restoration, *adaptive re-use*, maintenance, improvement and protection of cultural heritage resources;

(i) Maintain and improve the transportation network to ensure adequate traffic flow, and parking facilities;

(j) Support *active transportation* through urban design and the provision of improved facilities for cycling and pedestrians;

(k) Improve and maintain the physical and aesthetic qualities and amenities of the streetscape;

(l) Encourage the eventual elimination and/or relocation of incompatible land uses and where this is not feasible, to encourage physical improvements to minimize the incompatibility;

(m) Improve environmental conditions;

(n) Improve social conditions;

(o) Promote cultural *development* and encourage the *development* of cultural facilities;

(p) Facilitate and promote community economic *development* including *development* as a **Centre of Excellence for Agriculture**;

(q) Improve community quality, safety and stability;

(r) Improve the supply of *affordable* housing and the range of housing opportunities, particularly in downtowns;

(s) Encourage the restoration, maintenance, improvement and protection of natural habitat, parks, open space, recreational and heritage facilities and amenities, and to establish new facilities where deficiencies exist to meet the needs of the citizens of the community;

(t) Support the *development* of tourism in the Town;

(u) Encourage and support environmentally sustainable *development*; and

(v) To encourage the *adaptive re-use* of cultural heritage resources.

Agricultural Areas

Community improvement plans may be prepared and adopted by the Town to achieve one or more of the following objectives:

(a) Foster the long term economic viability of agriculture by supporting the rehabilitation, adaptation and conversion of agricultural buildings and facilities for agricultural and agricultural *value added uses*;

(b) Facilitate and promote agricultural services;

(c) Maintain and enhance the scenic quality of the agricultural landscape; and

(d) To encourage the *adaptive re-use* of cultural heritage resources.

8.4.3. Policies

(a) Community Improvement Project Areas

The Town may designate by by-law one or more community improvement project areas, the boundary of which may include all or part of lands within the Town *Urban Area Boundaries* or all of part of lands within the agricultural designations.

(b) Criteria for the Selection of Community Improvement Project Areas

Settlement areas

For an area within the *Settlement areas* to be designated as a community improvement project area, it must satisfy one or more of the following criteria:

(i) Older stable or declining residential and commercial uses that are in need of rehabilitation, maintenance or *redevelopment*;
(ii) Contains areas identified for *redevelopment* and/or *intensification* in this Plan;
(iii) Commercial and residential areas with poor physical condition or poor visual quality of the built environment, including but not limited to building facades, streetscapes, public amenity areas and urban design;
(iv) Vacant lots and/or underutilized properties and buildings which have potential for infill, *redevelopment* or expansion to better utilize the land base;
(v) Lack of or deficient water systems, sanitary sewer systems and/or stormwater management systems, roads, sidewalks and street lighting;
(vi) Lack of or deficient sidewalks, curbs and/or roads;
(vii) Lack of or deficient street lighting, streetscaping and street furniture and other related facilities;
(viii) Lack of or deficient parks, open space and/or *recreation* and community facilities;
(ix) Lack of or deficient bicycling, transit, and off-street parking facilities;
(x) Lack of or deficient *affordable* housing or mix of housing opportunities;
(xi) Buildings in need of physical improvements and/or repairs, including facade treatment and signage improvement in commercial areas;
(xii) In commercial areas, the existence of a Business Improvement Area (BIA), or the potential for the establishment of a BIA;
(xiii) Conflicts between existing *development* and adjacent transportation facilities;
(xiv) Conflicts between bicycling and pedestrian circulation and adjacent transportation facilities;
(xv) Minor incompatibilities between *development* where improvements to site design could resolve existing problems;
(xvi) Improvement to energy efficiency and/or renewable energy efficiency;
(xvii) Areas of known of suspected environmental contamination; and/or
(xviii) Other *significant* environmental, social or community economic development reasons for community improvement.

Agricultural Areas

For an area within the agricultural area to be designated as a community improvement project area, it must be designated *Specialty Agricultural* and/or Prime Agricultural in this Plan.

(c) Phasing

The phasing of community improvements shall be prioritized according to:

(i) The growth management policies and priorities as set out in the Regional Official Plan and this Plan;
(ii) The financial capability of the Town and Region to fund community improvement projects;

(iii) Availability and timing of senior government programs that offer financial assistance for community improvement efforts;
(iv) The timing of related capital expenditures to ensure that community improvements are coordinated; and
(v) Commitments by private property owners to upgrade their properties, and other circumstances which may affect the priority given to a community improvement area.

(d) Implementation

The Town may undertake the full range of actions permitted under Section 28 of the *Planning Act* to implement the objectives for Community Improvement contained in this Plan. As well the Town may:

(i) Apply for financial assistance from and participate in senior level government programs that provide assistance to municipalities and/or private landowners for the purposes of community improvement;
(ii) Support heritage conservation and improvement through means available under the Ontario Heritage Act*;*
(iii) Provide information on municipal financial assistance programs, *public realm* improvements and other government assistance programs;
(iv) Prepare design plans for commercial core areas that may include streetscape improvements, parkette, public parking areas, lookouts and trail *development*; and
(v) Coordinate streetscaping improvements with the installation/upgrading of municipal services, e.g., sewer installation, road and sidewalk reconstruction.

The Town shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the Town.

8.4.4. Contents of a Community Improvement Plan

Community Improvement Plans shall contain the purpose of the plan, objectives, and a description of the community improvement project area, a description of all programs and/or projects and an implementation plan. The preparation of a community improvement plan shall meet the minimum requirements of the *Planning Act* for public consultation.

8.5. URBAN FOREST~~TREE PLANTING~~

8.5.1. Preamble

The Town recognizes that a healthy urban forest and tree canopy provides numerous environmental, economic and social benefits to the community and the quality of life for its residents. This includes the reduction of air pollution and carbon sequestration, mitigation of the urban heat island effect, reduction of local flooding through water attenuation, habitat for wildlife, and neighbourhood *character* benefits. Trees are a valuable *infrastructure* asset to sustaining a healthy community and to mitigate and adapt to climate change. The Town promotes the

improvement of the *public realm* and resilience to climate change through tree planting and preservation, landscaping improvements and streetscape improvements.

The preservation and enhancement of the Town's urban forest is guided by 4 main principles:

1. Recognizing the urban forest as *green infrastructure* and a critical municipal asset;
2. Managing tree biodiversity to increase ecological resilience and minimize the impacts of climate change;
3. Sustainably managing the urban forest through continuous improvement, adaptation and innovation; and
4. Maintaining, enlarging and enhancing the total tree canopy cover in the Town, while ~~ensuring no~~ net loss to the greatest extent possible.

8.5.2. Objectives

(a) ~~To protect~~To strengthen Private and Public Tree Protection Policies and By-laws to ensure that they reflect best practi~~c~~ses ~~and the need~~ for an enhanced urban forest and tree canopy.

In addition to policies of this Plan, the Town also maintains and enforces a Private Property Tree By-law and Tree Protection and Enhancement Policy which governs the protection and preservation of trees within the Urban Boundary, as specified. The By-law was enacted in accordance with applicable Provincial legislation.

(b) To ~~protect~~ensure that opportunities for the protection and enhancement of the Town's urban forest is fully considered by:

(i) identifying opportunities for the protection, enhancement and restoration of trees wherever possible;
(ii) supporting initiatives that provide for ongoing management, maintenance, monitoring and stewardship of the urban forest; and
(iii) protecting existing trees and woodlots and encourag~~e~~eing additional tree planting in *settlement areas*.

(c) To encourage appropriate landscaping in the *development*/*redevelopment* of sites, including increasing the amount of trees and large-scale deciduous street trees within the urban environment. ~~.~~

8.5.3. Policies

(a) The Town will continue to plant trees and provide a high standard of landscaping on Town property.

(b) The Town, in the undertaking of public works, shall not remove trees unnecessarily and should trees be removed for this purpose, replacement trees shall be planted to further enhance the appearance of the public undertaking and overall streetscape.

(c) Forest resources offer benefits that should be taken advantage of when *development* occurs. In such resource areas, *development* is to be designed in a sensitive manner having regard to the following:

(i) The retention and protection, to the greatest extent possible, of the existing tree cover, recognizing its environmental and aesthetic importance.

(ii) Ensuring efficient harvesting and use of trees that must be removed to accommodate the placement of buildings, structures and roads.

(iii) The incorporation of land with existing tree cover into the urban area park system, if appropriate.

(iv) The maintenance and possible enhancement of tree cover along *watercourses*, ~~and~~ on steep slopes, and key natural heritage and hydrologic features on the site in order to reduce soil erosion and improve water quality.

(d) It is a policy of this Plan that existing trees must not be unnecessarily removed and that wherever possible existing trees and woodlots should be preserved and protected~~.~~ in accordance with Section 8.5.3(c) of this Plan. Where it is unavoidable that trees be removed the Town in consideration of *development* applications shall require:

(i) The proponent to retain the services of a qualified arborist or similar professional to prepare a tree inventory and preservation and planting ~~removal~~ strategy which:

- ~~Identify the~~Identifies the number, type and size of species and their contribution to the area;
- ~~Identify~~Identifies the trees proposed to be removed which directly impede the *development* of the site;
- Demonstrates that alternative design options are not viable in the preservation of trees;
- ~~Identify~~Identifies the number of replacement trees, species and size of trees for the site, which shall be in accordance with the Town's established tree replacement and planting requirements; and
- ~~-~~Identif~~y~~ies methods of protecting trees that are to remain including the establishment of buffers, limit of construction work fencing and maintaining existing soil moisture conditions~~.~~, to the Town's satisfaction.

(ii) The proponent provides an attractive landscaping program, including the planting of trees that are appropriately sized for their space and designed with appropriate below grade space ~~t~~to enhance the appearance of the *development* when completed.

(iii) As a condition of any *development* or *redevelopment* where it is unavoidable that trees must be removed the proponent shall be required to plant replacement trees in accordance with the Town's tree replacement standards and the Town's Tree Preservation and Enhancement Policy, as may be modified from time to time ~~of a similar or comparable species, numberandand~~ . All tree plantings shall ~~and having minimum calliper acceptable to the Town~~

be accommodated elsewhere on the site as acceptable to the Town. Where no other reasonable location exists on the site the Town may require the owner to plant replacement trees at an alternate location approved by the Town or contribute to the Town sufficient money to replant an equal number of new trees on public lands identified for reforestation by the Town, in accordance with Town standards.

(iv) ~~The Town will undertake to identify public lands owned by the municipality or, by agreement, lands owned by other public agencies where reforestation can occur.~~ Surface parking areas should incorporate planted landscaped areas that effectively screen parked vehicles from view from the *public realm*; provide shade, wind break and visual relief from hard surfaces; clearly define the vehicular circulation routes; and are sufficiently sized to support the growth of trees and other vegetation.

(a) The Town will undertake to identify public lands owned by the municipality or, by agreement, lands owned by other public agencies where reforestation and tree planting programs of the Niagara Peninsula Conservation Authority and other public or private organizations can occur.

~~(a)~~(b) When tree removal occurs without the approval of the Town, the Town is not obligated to approve any *development* application.

8.6. URBAN DESIGN

8.6.1. Introduction

Urban design involves the arrangement and design of buildings, public spaces, *transportation systems*, services, landscaping and amenities. Good urban design makes communities functional and attractive, as well as creates enjoyable places to live, work and play.

Due to the Town fixed *Urban Area Boundaries*, future growth in the Town will occur primarily through *intensification* and *redevelopment*. This requires design to be sensitive to ensure compatibility and to create a *sense of place*.

8.6.2. Urban Design Principles

Development in the Town will be based on the following design principles:

(a) To encourage a compact, walkable and well-connected community;

(b) To encourage mixed use and a range of housing;

(c) To provide a linked public open space system;

(d) To encourage quality architecture and to ensure that buildings provide an appropriate edge to the street;

(e) To encourage increased density in appropriate locations;

(f) To provide a range of transportation options, including walking and cycling;

(g) To encourage *complete streets* for all users;

(h) Appropriate design of streets and public spaces in order to enhance and encourage pedestrian and public activity;

(i) To encourage a strong *sense of place*;

(j) To encourage improvements to the *public realm*;

(k) New *development* is to be compatible with established *development*;

(l) To provide appropriate transitions from existing development to future *development* and *redevelopment* sites;

(m) Protection of the heritage buildings and structures;

(n) Protection of the natural environment; and

(o) The preservation of *cultural heritage landscapes* and features.

8.6.3. Policies

8.6.3.1. Roads and Streetscape Elements

(a) Streets are important not only for transportation and the movement of goods, but also for establishing the *character* of the Town. The public streetscape realm includes the roadway as well as the sidewalks and boulevards. Within the street, sidewalk widths and design, landscaping and street furniture can provide pedestrian comfort and interest. In order to create a comfortable pedestrian environment, and to enhance the *character* of the Town, the design of the area within the street boulevard should include plantings, lighting, street furniture and special paving patterns and materials in accordance with the following:

(i) All new *development* shall provide for tree planting within the road allowance;
(ii) Street trees should be planted 8 to 12 metres on-centre, to form a continuous canopy at maturity;
(iii) Generally, street trees should be planted opposite each other to form a canopy over the road at maturity;
(iv) Sidewalks within the Central Business District shall be a minimum of 2 metres wide in order to provide sufficient room for amenities such as street furniture, bike racks and street trees.
(v) For arterial and collector roads outside of the Central Business District, boulevards on both sides of the pavement should be wide enough to

accommodate a strip of grass with street trees and sidewalks on both sides of the road.

(vi) For local roads, boulevards on both sides of the pavement should be wide enough to accommodate a strip of grass with street trees on both sides of the road and sidewalks on a least one side of the road.

(vii) Dedicated cycle routes should be incorporated into the roadway where the right of way permits.

(viii) Lighting design should have regard for vehicular, cyclist and pedestrian requirements so that the size, height and style of lighting reflects the hierarchy of the road;

(ix) Mailboxes and newspaper boxes should be consolidated in single locations and preferably adjacent to open spaces and include a layover lane accommodating a minimum of two parking spaces;

(x) Utilities, including transformers and other "box" servicing should be located unobtrusively in areas where they can be screened with planting, in flankage locations, in open space areas, and on private property or within the boulevard; and

(xi) *Utility* wires and lines should be buried underground in order to improve the aesthetics of the streetscape.

(b) The Town will utilize streetscaping standards to ensure that all new *development* provides the amenities and *built form* that will increase safety and attractiveness of the street environment and best support *active transportation*.

(c) Driveways which cross sidewalks should be minimized to provide a safer pedestrian environment.

(d) The Town will ensure universal accessibility by providing curb cuts at all intersections along the curb edge of walkways and sidewalks.

(e) The Town will utilize design standards to ensure that all road designs provide safe, comfortable and attractive conditions for *active transportation* while minimizing impacts from motor vehicle speed, noise and volume on road users and *adjacent lands* uses by:

(i) Designing road networks to consider walking distances for future potential public transit users, where applicable, and the use of an interconnected *transportation system* with consideration for applicable standards and guidelines, to minimize travel distances for cyclists and pedestrians.

~~(i)~~(ii) Using prominent pedestrian crossing pavement markings and materials, refuge medians, minimized lane widths and curb radii, curb bump-outs, on-street parking, traffic calming, pedestrian countdown signals, lighting street trees, furnishings, etc.; and

(iii) Using patterns and connections that provide frequent opportunities for pedestrians to cross the street safely~~,~~ and efficiently, including crosswalks or signalized intersections.

~~(iv) -~~

8.6.3.2. Parks and Natural Features

(a) Parks will have a generous street frontage to provide views into the park and to ensure public safety;

(b) Parks should be appropriately lit for safety purposes;

(c) Parks are to have direct and safe pedestrian access from adjacent residential areas;

(d) Parks are to be connected where possible to trail systems, cycling routes and natural heritage corridors;

(e) Parks should incorporate natural heritage features where possible into the design of the park;

(f) Parks should be located adjacent to natural areas and/or environmental features, where possible;

(g) Parks could include group mailboxes and community bulletin boards;

(h) Pedestrian access to parks should be clearly defined with landscape or architectural elements to ensure an appealing park presence on the roads;

(i) Street trees should be planted along the edge of the park, while not screening the view into the park;

(j) Parks should be located such that they are highly visible and a central focus or gathering areas for the neighbourhood;

(k) Existing wooded areas will be protected and enhanced; and

(l) Fencing should be provided at top of bank to prevent encroachment into wooded areas.

8.6.3.3. Stormwater Management Facilities

(a) The stormwater management ponds should be designed as integral features of the landscape;

(b) The grading of the stormwater management pond should ensure natural and variable side slopes;

(c) Planting should be comprised of native species and flood tolerant water's edge plants to stabilize banks;

~~(d) The stormwater management ponds should be designed as significant landscape features;~~

(e) Stormwater channels located in dedicated parks could be meandered and designed with naturalized slopes; and

(f) Public walking/cycling trails should be provided along the channels.

8.6.3.4. Housing

(a) It is the Town objective to enhance the physical appearance new residential *development* in the Town. All new *development* or *redevelopment* shall conform to the Town Urban Design Policies.

(b) To minimize the visibility of vehicles parked in the front yard, front yard driveways could be minimized by:

(i) Encouraging access over exterior side yards;
(ii) Increasing the lot frontage in some areas to minimize the number of driveways and along collector and arterial roadways;
(iii) Encouraging shared or grouped driveways where appropriate; and
(iv) Providing garages in the rear yard.

(c) On a corner lot, the main front entrance may be located on the exterior side elevation;

(d) Buildings on corner lots shall incorporate architectural elements, such as corner windows and wrap around porches that emphasize their important location;

(e) Fencing around front yards shall not block the view of the sidewalk from the house and should be primarily open structures, not solid walls;

(f) Fencing of residential properties abutting parks should establish a consistent and coherent backdrop for the park's landscape design and use;

(g) Porches, stairs, canopies and other entrance features are desirable and may encroach into the front yard *setback*;

(h) The garage door shall not dominate the streetscape and shall generally not protrude in front of the main building face unless the unit is designed such that:

(i) There is a habitable room over the garage. The habitable room should not be set back more than 1 metre from the face of the garage;
(ii) The front door is clearly articulated with a porch or verandah, set back a maximum of 3 metres from the front of the garage; and
(iii) The roof is designed to unify the house and garage;

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

(j) Streets shall be configured to generally align with the existing grid street pattern;

(k) The alignment of streets and placement of open space shall provide views to the escarpment and well as convenient and attractive pedestrian routes to the Central Business District and existing adjacent neighbourhoods;

(l) New *development* or *redevelopment* adjacent to public open space or streets shall have principal facades facing the public open space or street;

(m) Rear yards shall not be located adjacent to public roads and open space. The use of window roads, alleys and innovative housing types shall be encouraged to create high quality safe public streets and open spaces;

(n) The predominance of garages and cars along the public street shall be minimized by limiting garages to a maximum of 50% of the overall frontage of the building, encouraging rear lanes and shared below grade parking;

(o) New *development* ~~in~~or *redevelopment* in or adjacent to existing developed areas shall respect, enhance and complement the *character* of the existing neighbourhood by:

(i) Scaling new buildings to reflect or otherwise appropriately transition to the height and width of existing adjacent structures;~~.~~

(ii) Establishing new setbacks based on those of existing adjacent *development* with appropriate separation distances between buildings on and adjacent to the site, so as to achieve access to natural light for interior spaces and outdoor amenity spaces, maximize opportunities for landscaped open space between buildings, and ensure privacy;~~.~~

(iii) Sensitive building siting;

(iv) Provision of landscaped buffers;

(v) Incorporating the proportions and architectural elements of existing adjacent buildings such as floor heights and eave heights in the design of new *development*;~~.~~

(vi) Incorporating architectural features such as porches, window size and arrangements, and roof profiles that are predominant in the area; and~~.~~

(vii) Selecting materials and colours for new construction from the variety of materials used on existing buildings in the area and are reflective of the small town ~~small town~~ agricultural *character* ~~of Beamsville~~the Town, where it exists.~~;~~

(p) For infilling *development* within the *Built-up Area* and new subdivision *development* in the *Designated Growth* ~~*Greenfield*~~ *Area*, a streetscape plan will be required to ensure that land use compatibility is achieved between existing and proposed uses; that the *development* is appropriately integrated and that an appealing streetscape, one which is neither repetitive nor monotonous, is developed. The streetscape plan shall also demonstrate:

(i) The relationship of ~~one storey, two storey and three storey~~ dwellings heights relative to each other along the street frontage;~~.~~

(ii) The front yard *setback* of the dwellings;~~.~~

(iii) How the visual impact of garage projection into the front streetscape is minimized;~~.~~

(iv) Boulevard plantings including driveway locations and widths;~~.~~

(v) The massing of dwellings in order to ensure that any two abutting dwellings shall not have a difference in total habitable floor area greater than 50% of the total habitable floor area of the smaller dwelling~~.~~;

(vi) That the placement of dwelling models or elevations of models within the streetscape provides for variety and differentiation in the streetscape(s)~~.~~; and

(vii) Effect of the design of the *development* on the *character* of the existing neighbourhood in terms of height, building form and proportions, materials, orientation and colour.;

(g) In the *development* of new residential area and the *redevelopment* of established areas for semi-detached dwelling units or street townhouse dwelling units the developer shall prepare a streetscape and parking plan. The streetscape and parking plan shall outline the proposed driveway locations, the number of parking spaces being accommodated and the location of sidewalks to ensure that adequate parking for the *development* is provided. The developer shall demonstrate how parking is to be provided through measures such as:

(i) Deeper and/or wider driveways;

(ii) A coordinated arrangement of on-street parking and driveways; and

(iii) Adequate street widths to accommodate on street parking on collector streets.

8.6.3.5. Institutional Uses, Commercial Uses, Mixed Use, and Public Buildings

(a) It is the ~~Town~~Town's objective to enhance the physical appearance of new institutional, commercial use, mixed use and public buildings in the Town. All new *development* or *redevelopment* shall conform to the Town Urban Design Policies.

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

~~(c)~~l The design treatment of flanking facades visible from the street or adjacent residential uses should be equal to that of the front façade;

(d) Entrances to buildings should be prominent and visible with entrance canopies, awnings and other architectural elements;

(e) Rooftop mechanical equipment should be screened with materials that are complementary to the building;

(f) A variety of roof shapes should be considered to avoid the monotony of flat roofs;

(g) Landscape treatment of individual properties have a role in creating the image of the entire area and therefore should be coordinated;

(h) The front yard *setback* should be landscaped to define pedestrian walks, the main building entrance and to screen parking areas;

(i) Parking areas should be located at the side or rear of buildings and screened from view from streets and open spaces with low fencing and planting;

(j) For commercial use and mixed use, parking is not permitted within the front yard;

(k) Substantial landscape treatment should be used to help define large parking areas into small pods, planting strips should be a minimum of 2 metres wide;

(l) Pedestrian circulation through parking lots, and from the street to building entrances should be clearly defined with special paving, pavement markings, lighting and landscape treatment;

(m) Loading and service areas should not be located at the front of the buildings; and

(n) Loading and service areas should be screened from view from the street and public open spaces.

8.6.3.6. Central Business District Areas

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

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

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

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

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

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

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

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

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

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

(i) The main walls of the building(s) should occupy a minimum of 50% of the frontage of the street.
(ii) The main wall of a corner building should occupy a minimum of 50% of the frontage of the primary street and 50% of the frontage of the secondary street.
(iii) Buildings should be built within 0 to 3 metres of the front and exterior lot line.
(iv) The side and rear of buildings abutting designated or zoned low-rise residential uses should be of similar height. Buildings may need to step down to maintain an appropriate scale in relation to adjacent residential uses.
(v) Main entrances and primary elevations of buildings should front onto the public street.

(vi) Entrances should be flush with the public sidewalk.
(vii) Buildings should have attractive façades, i.e., the application of architectural elements such as display windows, articulated entrances, glazed areas, and/or variations in the wall plane.
(viii) Roofs should be designed to provide visual interest.
(ix) Roof top mechanical units should be screened in all directions.
(x) Screening should be integrated with the architectural form of the building or designed to be compatible in form, material, and colour.
(xi) Buildings on corner lots should incorporate special architectural treatment along both street frontages.
(xii) Loading and service doors should be located to the rear of buildings and should not be visible from the public street.
(xiii) Parking structures and below grade parking shall be encouraged for high-density *developments*. Exhaust vents should be positioned at the rear of the site, away from the public street and shall be incorporated into the design of the site landscape.
(xiv) Outdoor, short-term and enclosed, long-term ~~B~~bicycle parking facilities shall be encouraged for high-density *developments*.
(xv) Above grade parking structures may not be located directly adjacent a public street at grade. The use of an intervening use that activates the street is encouraged to screen the parking at grade.

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

(i) Shared driveways between adjacent *development* lots are encouraged to maximize landscaped areas and minimize pavement.
(ii) Parking or drive aisles should not be located between a public street and a building.
(iii) Parking areas should be located at the side or rear of the building.
(iv) Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide direct pedestrian connections to building entrances.
(v) Parking areas located adjacent to public streets shall be separated by a landscaped *setback* to mitigate views of large areas of parked cars from adjacent streets.
(vi) Streets and main drive aisles within a site function as internal streets and should be designed to look, function, and have the attributes of a public street with sidewalks, boulevard trees and pedestrian-scale lighting.
(vii) Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along the street.
(viii) Landscape design should relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing, and sightlines.
(ix) Amenities such as seating, waste receptacles, pedestrian-scale lighting, awnings, and bicycle racks should be coordinated throughout the site and with the public street to create a consistent theme.

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

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

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

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

(xiv) Garbage/recycling storage areas should be internal to the building; where this is not feasible, these areas should be located to the rear of buildings, should not be visible from the public street, and should be screened.

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

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

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

8.6.3.7. Ontario Street Area

Ontario Street is the major connection street in Beamsville joining east to west and the Central Business District and southern neighbourhoods to the Queen Elizabeth Way. It is identified as an *intensification* corridor and one of the areas in Lincoln strategically identified to accommodate growth through more *compact built form*, where appropriate. It serves as a gateway to the Town and ongoing enhancement of its qualities and *character* ~~its qualities and *character*~~ are an important reflection of the *character* of the Town as a whole. As such, ~~In order to improve and enhance its *character*~~ new commercial *development*, mixed use *development* and residential *redevelopment* and *intensification* along Ontario Street shall conform to the Ontario Street Urban Design Vision and Streetscape Master Plan, the Region's *Complete Streets* Design Manual and Guidelines and shall:~~:~~

(a) Provide an attractive, safe and convenient pedestrian environment while recognizing that the car is the major form of transportation along this section of the street by adopting a road design that benefits all road users, including an emphasis on *active transportation*, and mitigating effects of vehicular traffic on the community.

(b) Allow for future public transit connecting the Central Business District to the CN Rail line and the Queen Elizabeth Way.

(c) Provide a high quality streetscape reflective of the cultural significance and *character* ~~small town agriculture heritage~~ of Beamsville by:

(i) Locating parking to the rear or sides of buildings not between buildings and the public street.
(ii) Locating buildings close to all streets. The implementing Zoning By-law shall establish minimum and maximum setbacks for all buildings from all streets.
(iii) Providing continuous landscaping along all public streets in the form of street trees and shrubs.
(iv) Providing screening of all parking areas adjacent to the public street with a combination of landscaping features such as shrubs and planting beds as well as architectural features such as low decorative walls and fences.
(v) Considering the landscape design of existing adjacent *developments* and those across the street in the design of new *development* to achieve a unified landscape treatment along the length of the street.
(vi) Orienting the principal facade and main entrance of buildings to face the public street or a space directly adjacent to and visible from the public street.
(vii) Setting the main level finished floor grade level of new buildings to allow for a convenient connection to the public sidewalk with minimal slope and to allow for views into the building from the public sidewalk.
(viii) Providing architectural interest by eliminating large expanses of blank walls with the use of architectural features such as varied roof lines, projecting or recessed bays, windows and varied materials.
(ix) Providing visual interest, eyes on the street, and allowing views into the building by incorporating a combination of windows and doors on any building façade adjacent to a public street. The implementing Zoning By-law and Site Plan guidelines, shall require a maximum sill height and a minimum head height and a minimum percentage of windows and doors along any building façade adjacent to a public street.
(x) Locating loading and delivery areas to the rear or sides of buildings and if in view of the public street screening these areas with a combination of landscaping and architectural features designed to be in keeping with the overall design of the building.
(xi) Using materials in keeping with the existing *character* of the Central Business District and heritage architecture of Beamsville such as, stone, brick and decorative wood trim.
(xii) Supporting *adaptive re-use* of existing historical structures and complementary renovations and/or additions to existing historical buildings.
(xiii Providing signage and lighting at a pedestrian scale.
(xiv) Providing signage and lighting that will not be of a size or height to compromise the *character* of the street or detract from views along the street of community landmarks such as the escarpment, lake or the tower of First Baptist Church.
(xv) Drive-thru windows on building facades shall be located so that they are not facing a public street.
(xvi) Providing all drive-thru traffic stacking internal to the site.
(xvi) Locating all drive drive-thru traffic stacking areas and driveways to the rear or sides of buildings and not between the building and the public street.

(k) Minimize effects on adjacent residential *development* by:

(i) Providing appropriate and contextually sensitive transitions between new *development* and existing low-density residential neighbourhoods.

(ii) Providing a continuous line of trees planted along all property lines adjacent to residential uses. The implementing site plan guidelines shall establish the spacing of the trees. Bolstering the urban forest canopy by planting deciduous trees within the *public realm*, while also encouraging tree planting within the private realm.

(iii) Providing a continuous solid privacy fence along all property lines adjacent to residential uses, the design of which should be in keeping with the overall design of the *development*.

(iv) Providing indoor garbage storage facilities for restaurants and other land uses that may generate foul smelling waste.

(v) Directing site lighting so that it does not spill or reflect onto adjacent residential properties.

8.6.3.8. Industrial Uses

(a) New *development* shall present a landscape *character* that recalls as much as possible the agricultural *character* of the surrounding landscape. The incorporation of large landscape areas planted and arranged in rows and other landscape treatments typical of the agricultural landscape in the Town should be considered, particularly whgere visible from public view**.**

(b) Landscaped areas and architectural features, not parking areas, ~~or~~ signage, storage areas, *utility* equipment, hydro transformers and switching boxes, shall be the most prominent elements in the view from public streets and the Queen Elizabeth Way.

(c) To minimize parking adjacent to the street, for properties other than those properties along Ontario Street, the implementing Zoning By-law shall establish minimum and maximum setbacks from the street for all buildings.

(d) The landscape design of new *developments* shall consider the landscape of adjacent properties in order to provide a unified and continuous landscape *character* along public streets and throughout the area.

(e) Loading and service areas and overhead doors shall not be located on a building façade facing the public street or Queen Elizabeth Way. Service and loading areas shall be located to rear or sides of buildings and if visible from the public view, shall be screened with a combination of landscape and architectural features in keeping with the overall design of the building and site.

(f) Parking areas located between a building and a public street, or the Queen Elizabeth way shall be limited~~.~~ and screened from view with landscaping features. The implementing Zoning By-law shall only allow a maximum of two rows of parking with one drive aisle and shall require all other parking areas to be located to the side or rear of buildings.

(g) The main façade of buildings incorporating the main pedestrian entrance and windows shall face the Queen Elizabeth Way or a public street. In situations where a property fronts both, the main façade shall face the Queen Elizabeth Way.

(h) Buildings shall use materials associated with high quality commercial and industrial *developments* such as aluminum curtain wall, brick, stone and prefinished metal panels. The use of materials such as painted or plain concrete block and horizontal metal siding shall be discouraged.

(i) Large or long blank walls shall be discouraged. Facades shall incorporate architectural features such as varied roof lines, varied materials, windows, glazing and recessed or projecting bays.

(j) ~~In order to maintain the small town *character* of the Town, a maximum height of 4 storeys should be maintained adjacent to Ontario Street.~~ Buildings taller than 4 storeys should be examined on an individual basis.

(k) Safe, convenient and inviting pedestrian connections shall be provided from building entrances to the public sidewalk and parking areas.

~~(l) Service and loading areas shall be located to rear or sides of buildings and if visible from the public street or Queen Elizabeth Way shall be screened with a combination of landscape and architectural features in keeping with the overall design of the building and site.~~

(l) Large parking areas shall be divided into smaller areas through the use of landscaped islands at a minimum width of 1.5 metres with trees and shrubs as well as pedestrian walkways.

(m) Stormwater management ponds shall be designed to be integrated with the landscape *character* of adjacent open space and contribute to the overall landscape *character* of the area.

(n) Where more than one building is proposed on a site, buildings shall be grouped in order to achieve the following:

(i) To frame comfortable and functional spaces between buildings that contributes to the presentation of an overall landscape *character*.
(ii) To frame spaces between buildings that support pedestrian activity between buildings, adjacent open space, parking and the public street.
(iii) To maintain and integrate existing natural features.

8.6.3.9. Public Art

(a) Public art is a civic asset that contributes to the identity and *character* of the community. Public art improves the visual environment; it enhances tourism and economic development and improves the overall vitality of the community.

(b) The Town will consider the use of public art in municipal facilities and on public lands by incorporating public art throughout the community by commissioning local artists, using public art in gateways, and locating interactive or multi-functional art in public open spaces.~~.~~

(c) The Town shall encourage other public and private sector owners and developers to include public art as a component of their *development*, particularly those *developments* or privately-owned publicly accessible lands that will attract significant pedestrian traffic.

8.6.3.10. Gateways

(a) Major and Minor Gateway locations are identified on the ~~Schedule 'A'.~~Schedules 'A2, A3, A4, and A5'. Gateways are important components to the *public realm*.~~Schedule 'A'.~~ Gateways will use physical features such as architectural elements, prominent buildings, entry walls, lane width reduction, plantings, lighting, on-street parking and signage to visually pinch the roadway in *settlement areas* to reduce speeds and support adjacent land uses. Gateway designs shall align with branding initiatives by the Town and community.

(b) Major Gateways are typically large in scale in order to be visible from a distance by pedestrians and those in vehicles. Elements may include elaborate design elements such as signage, architectural details, lighting, landscaping, and public art.

(c) Minor Gateways include smaller scale design features such as decorative paving, lighting, plant material and custom street furnishings.

PART 9
ADMINISTRATION

9.1. ADMINISTRATION

9.1.1. How To Read the Official Plan

The Town of Lincoln Official Plan must be read in conjunction with Provincial Policy Plans. This Official Plan builds upon the policy foundation provided by Provincial Legislation and provides additional and more specific land use planning policies.

The Official Plan consists of policies, tables, maps, figures, schedules, appendices, and definitions. The schedules, tables, and definitions must be read in the context of the related policies.

Changes to certain schedules may be made without an amendment to this Plan where permitted in policy. Appendices provide context for understanding policy application but are not part of this Plan and can be amended without an amendment to this plan.

Italicized terms contained in this Plan are included in the definition section. Certain terms are used in this Plan for the purpose of achieving conformity with Provincial Plans and policies. Defined terms are intended to capture both the singular and plural forms of these terms.

9.1.2. Determining Applicability and Conformity

This Plan is intended to be read in its entirety. All policies must be considered together to determine applicability and conformity. Individual policies should not be read or interpreted in isolation. Relevant policies are to be applied to each situation. When more than one policy is relevant, a decision maker should consider all of the relevant policies to understand how they work together. The language of each policy will assist in understanding how the policies are to be amended.

While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away the need to read the Plan as a whole.

There is no implied priority in the order in which the policies appears, unless otherwise stated.

9.1.3. Policies Represent Minimum Standards

The policies of this Plan represent minimum standards. Decision-makers are encouraged to go beyond these minimum standards to address matters of importance, unless doing so would conflict with any policy of this Plan.

9.1.4. Provide Direction on Plan Interpretation

9.1.4.1. When reading and interpreting this Plan, the objectives and policies should be read in their entirety.

9.1.4.2. For the purposes of implementation:

a) A Schedule is part of the policy framework and forms part of this Plan;

b) A Table is a summary of policy requirements in a graphic form and is part of this Plan;

c) A Map is a visual guide or aid provided to assist the reader in understanding the geographic location of context of site specific policies and is part of this Plan;

d) The Definitions are an integral to policy interpretation and forms part of this Plan;

e) An Appendix is intended to provide policy context to the reader and does not form part of this Plan.

9.1.4.3. In the case of a conflict between any policies in this Plan, the more restrictive policy shall take precedence.

~~9.1. REGIONAL OFFICIAL PLAN~~

~~In accordance with the Planning Act it is intended that this Plan and subsequent implementing procedures will comply with the Official Plan of the Regional Municipality of Niagara. The Town shall not approve amendments to this Plan, Secondary Plans or any By-laws, which do not comply with the Regional Official Plan.~~

~~The Regional Official Plan prevails over this Plan where conflicts occur between them. Town policies in this Plan that are more rigorous or restrictive than the Regional Official Plan are not to be considered in conflict with the Regional Official Plan and continue to apply.~~

~~The Town will also have regard for guidelines adopted by Regional Council~~.

9.2. CONSULTATION AND ENGAGEMENT

The Town will be proactive, and where appropriate, provide practical and meaningful input to the Province where changes are proposed to Provincial plans and legislation.

9.2.1. Transparent Decision Making Based on Inclusive Input

Consultation will take place in a timely manner to ensure an accountable transparent decision making-process on land use planning matters.

The Town shall provide opportunities for participation from the public and organized interest groups in the *development*, adoption, implementation and monitoring of planning policies in accordance with this Plan, the Planning Act, and other relevant legislation and policy.

9.2.2. Communication and Engagement Tools and Techniques

9.2.2.1. The Town will employ appropriate tools and techniques to inform, consult, involve, collaborate with or empower where appropriate.

9.2.2.2. In all cases of engagement, the Town will provide responses to feedback received, including how feedback has been considered in the matter being addressed.

9.2.2.3. The Town may use a variety of communication methods, including innovative and enhanced participatory methods, to seek input in planning matters or to provide information to the public. Depending on the issues and in accordance with the Planning Act, the Town shall choose the most appropriate method of communication or form of engagement.

9.2.2.4. When undertaking engagement, the Region will ensure that all comments are documented in a transparent and easily accessible manner.

9.3. ZONING BY-LAW

(a) The implementing Zoning By-law establishes regulations for the use of land and *development* standards within the Town. Following the adoption of this Plan, a review and update of the Town implementing Zoning By-law shall be undertaken to ensure that it implements the policies of this Plan. Any application to amend the Zoning By-law shall be in conformity with the provisions of this Plan.

(b) In areas where the existing use is in conformity with this Plan or where a future use can be anticipated in accordance with the relevant provisions of this Plan, then such use may be appropriately zoned in the implementing Zoning By-law.

(c) Within the Niagara Escarpment Plan Areas of Development Control, development (as defined in the Niagara Escarpment Plan and Development Act) are regulated by the Niagara Escarpment Commission through the issuance of a Development Permit, and not through zoning mechanism.

9.4. DEVELOPMENT PERMIT SYSTEM

(a) The Town may, through a By-law passed pursuant to Section 70.2 of the Planning Act, and Ontario Regulation 608/06 establish a Development Permit system for one or more specific areas of the Town.

(b) Upon authorization of a Development Permit System, the Town may implement this Plan, as it applies to the designated development permit areas by the use of a development permit process independent of supplemental to its powers of implementation described in this Plan.

9.5. CONDITIONAL ZONING

(a) Section 34 of the *Planning Act* authorizes municipalities to implement Conditional Zoning. ~~However at the time this Plan was prepared, the required Ontario Regulation had not been brought into effect by the Province.~~

(b) The Town may in a Zoning By-law, permit a use of land or the erection, location or the use of buildings or structures subject to one or more prescribed conditions relating to the erection, location or the use of buildings or structures.

(c) Where a condition is imposed pursuant to Section 9.5(b), the Town may require the owner of the land to which the by-law applies to enter into an agreement with the Town relating to the conditions. The agreement may be registered on title against the lands to which the agreement applies, and the Town may enforce the agreement against the owner and subject to the *Registry Act* and the land *Titles Act*, many and all subsequent owners of land.

(d) Subsequent to the enactment of the applicable Regulation, this policy shall enable the Town to implement Conditional Zoning to facilitate and regulate *site alteration* and *development* within the adjacent land or minimum *vegetation protection zones* proximate to the natural heritage features located with the Natural Environment Area designation in this Plan.

9.6. HOLDING BY-LAW

(a) In situations where the ultimate use of land is precisely known, but where The Town wishes to ~~delay~~ hold *development* until all related issues have been addressed, a Holding Provision may be applied by using the Symbol "H" in conjunction with a land use zoning category. It is the intent that Holding provisions be used under the following circumstances:

(i) To ensure that *development* occurs in the proper sequence;
(ii) To ensure that adequate provisions for water, sanitary and storm sewers, ~~and~~ road access, and community *infrastructure* is available to serve the *development*;
(iii) When land assembly is required to permit orderly *development* or *redevelopment*;
(iv) When *development* or *redevelopment* is anticipated in accordance with the provisions of this Plan, but where the details, including site plans, of such *development* have not been determined;
(v) Ensure that appropriate studies have been undertaken to prevent undue impact to existing uses;
(vi) The entering into of agreements such as subdivision or site plan agreements; and/or

(vii) To provide for other conditions as deemed by Council prior to proceeding.

(b) Where a holding designation is in effect, the lands shall be limited to existing uses or uses which will not prejudice the future *development* of the lands. In addition, no building or structure may be erected on the site until an application has been

approved by the Director of Planning and Development or designate ~~Council~~ to remove the "H" symbol. The holding symbol shall not apply to minor accessory buildings and structures such as sheds, garages or pools.

9.7. INTERIM CONTROL BY-LAW

(a) In areas where The Town wishes to review the existing land uses or establish new policies, and where a study of land use planning policies for the area has been directed, The Town may adopt an Interim Control By-law. The Interim Control By-law restricts the land use to its present use until the required studies are completed, at which time the Zoning By-law may be amended to reflect the desired use. Timing and extensions for such a by-law will be subject to the provisions of The Planning Act, 1990.

9.8. TEMPORARY USE BY-LAWS AND GARDEN SUITES

9.8.1. Temporary Use By-laws

The Town may, in a by-law passed under the Planning Act, authorize the temporary use of lands, buildings or structures for any purpose set out therein that is otherwise prohibited by this Plan or by the Zoning By-law. Such a by-law may be in effect for a maximum period of three years for all temporary uses, except *garden suites*. *Garden suites* may have by-laws passed to be in effect for up to twenty (20) years from the date of passage. For uses other than *garden suites*, The Town may extend the three year time period, by by-law, for a maximum additional three (3) year term.

The Town shall satisfy itself that the proposed use is temporary and will not create detrimental effects on the surrounding area. Temporary uses not allowed by the applicable policies of this Plan will not be permitted. Temporary uses, buildings and structures that are not farm-related shall not be permitted in the Specialty Crop or *Prime Agricultural Areas*.

Upon expiry of a Temporary Use By-law, uses permitted by that By-law must cease and cannot be considered as non-conforming uses. The type of uses envisaged by The Town as requiring a temporary use by-law include but shall not be limited to temporary use of a mobile home as a dwelling unit, or the existence of two homes on one lot while one of the homes is under construction.

9.8.2. Garden Suites

(a) A *garden suite* in the form of a mobile home or a similarly mobile modular unit may be permitted as a second dwelling on a lot containing a single detached dwelling to facilitate common living. Where a need is demonstrated for a separate housing unit in close proximity to the existing housing unit, The Town may consider the passage of a by-law for the temporary use. The Town may require the Owner of the *garden suite* or any other person to enter into an agreement with the Municipality for the use and removal of the unit pursuant to Section 39 of the Planning Act.

(b) ~~In~~A *garden suite* shall not be permitted on a lot with an *additional residential unit* in a detached accessory building. In considering such proposals for a *garden suite*, the following shall be considered:

(i) The unit shall only be used on a temporary basis in conjunction with an existing dwelling on the same lot;
(ii) The unit shall only be used on a temporary basis for as long as common living is maintained;
(iii) The housing unit proposed is portable and thus readily removable from the site;
(iv) The unit is not placed in the front yard of the lot or the required front yard required by the Zoning By-law;
(v) No additional access is provided to the lot from a public road;
(vi) Placement of the unit is not exclusively removed from the existing dwelling;
(vii) The proposed site is capable of accommodating *sustainable private services* and a water supply system as determined by the Regional Public Health Department; and
(viii) The location of such unit shall be in accordance with the *Minimum Distance Separation Formulas* where the use is proposed near any livestock operation.

9.9. COMMUNITY BENEFITS

Community benefits charges are a tool available to municipalities pursuant to the Planning Act to collect fees to offset the capital costs of public use facilities, services and matters incurred from development and population growth. Community benefits charges are used in conjunction with development charges and parkland acquisition policies to ensure that growth occurs in a financially sustainable way and that new development is properly serviced. The establishment of Community Benefits Charges will require the Town to undertake the following:

1. Complete a Community Benefits Charge Strategy pursuant to the requirements of Section 37 of the Planning Act and Ontario Regulation 509/20, identifying the facilities, services and matters that will be funded with community benefits charges.

2. Enact a Community Benefits Charges By-law which establishes a community benefits charge applicable to construction or redevelopment of buildings as defined in the By-law in conformity with the Planning Act. Public consultation will be included in the development and approval of such By-law.

~~(a) The Town may consider the requirement to provide community benefits pursuant to Section 37 of the *Planning Act* in exchange for increases in height and/or density of *development* beyond those permitted in the Zoning By-law.~~

(b) The policies of Section 9.8 apply to the areas designated Urban on the Schedule 'A' Land Use Plan.

(c) Prior to the enactment of an amendment to the Zoning By-law pursuant to an application submitted under Section 34 of the Planning Act, The Town shall be satisfied that the proposal represents good planning including good urban design principles outlined in Section 8 of this Plan and is in conformity with the provisions of this Plan. In this regard, The Town may permit increases in height and/or density that exceed the maximum height and/or density definitions of this Plan, without further amendment to this Plan where The Town is satisfied that the proposed by-law would otherwise be in conformity with all other aspects of this Plan and The Town is satisfied that the proposal represents good planning including good urban design principles outlined in Section 8 of this Plan.

(d) Pursuant to the provisions of Section 37 of the Planning Act, The Town may seek to secure community benefits including but not limited to the following matters:

(i) Provision of public access, pedestrian and vehicular, to public facilities and sites;
(ii) Walkways and public space and connections to external walkways and trail systems;
(iii) Preservation of natural areas and woodlots, beyond open space dedication requirements;
(iv) Provision of parkland requirements beyond dedication requirements;
(v) Provision for various housing types including housing for *special needs*, assisted or *affordable* housing, in accordance with the Official Plan;
(vi) Provision of public parking;
(vii) Provision of underground parking resulting in opportunities for housing *intensification* or *affordable* housing on the lands no longer required for surface parking;
(viii) Conservation of buildings and sites of architectural, archaeological or historic importance;
(ix) Provision of community and open space facilities, such as cultural, community and recreational facilities or municipal facilities;
(x) The provision of any public work, initiative or matter in conformity with this Plan;
(xi) The provision of public art.

(e) In the consideration of the enactment of a Zoning By-law Amendment to permit the increased height and/or density of *development*, The Town shall be satisfied that the benefit sought to be secured is demonstrably connected to the increase in height and/or density of *development*.

(f) Prior to the enactment of a Zoning By-law Amendment pursuant to an application submitted under Section 34 of the Planning Act, The Town shall require the owner seeking the increase in height and/or density of *development* in exchange for community benefit, to enter into one or more agreements dealing with the provision of facilities, services or matters including the timing of conveyances or payments for

~~community benefits to the municipality. The agreement shall be registered against the land to which it applies.~~

~~9.9.~~9.10. ~~-~~SUBDIVISION CONTROL

(a) The Town will approve only those draft plans of subdivision which comply with the policies and land use designations of this Plan and appropriate Secondary Plan(s) and which, to the satisfaction of The Town, can be supplied with adequate services and maintain a sound municipal financial position, according to the policies of this Plan.

(b) The Town shall require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the Planning Act. If approval of a Draft Plan of Subdivision lapses, the growth management objectives of this Plan shall be considered as a key component of the *development* review process.

(c) Only one extension to a lapsing draft plan of subdivision shall be approved by Council for a period of up to two years unless the draft plan meets the growth management and environmental policies of the Regional and local Plans.

(d) If a Plan of Subdivision or part thereof has been registered for eight years or more and no installation of *infrastructure* or construction has occurred and the subdivision does not meet the growth management policies of this Plan ~~and the Regional Official Plan,~~ the Town of Lincoln shall use its authority under Section 50(4) of the *Planning Act* to deem it not be a registered plan of subdivision.

(e) The Town shall ensure that all new *development* areas provide a high standard of design, compatible with adjacent existing planned *development*. The Urban Design Guidelines of Part 8 of this Plan shall be utilized to assist in achieving high design standards.

(f) The Town shall, when reviewing and considering *development* applications, attempt to implement the trail and bikeway network set out in Schedules ‘D2’, ‘D3’, ‘D4’ and ‘D5’, and contained in the Multi-Use Trail and Bikeway System Master Plan.

(g) Land severances shall be in accordance with the specific land severance policies of each land use designation of Parts 2 and 3 of this Plan and the following general provisions:

(i) Where five (5) or more new residential lots are being created, or where a new road or road extension is necessary, The Town will require *development* by registered plans of subdivision pursuant to Section 51 of the Planning Act, as amended, rather than by individual land severances by consent.

(ii) No severance shall be granted unless the application complies with the policies of this Official Plan and the requirements of the Planning Act. Prior to the issuance of the Committee of Adjustment certificate, the consent must comply with the provisions of the Zoning By-law.

(iii) Any lot or remnant parcel created must have frontage on a publicly maintained road that is of an adequate standard of construction to provide access for the intended use.
(iv) No land severance shall create a traffic hazard.
(v) Access to a Provincial Highway, a Regional Road or a local road shall be in accordance with the access provisions of the appropriate road authority.
(vi) No land severance shall be granted unless a municipal sanitary sewer and municipal water supply is available within an urban area or an approved private water supply and sewage disposal system within the balance of the Municipality to the satisfaction of the Regional Public Health Department.
(vii) Consents for minor boundary adjustments and easements shall be permitted provided a separate lot or parcel is not created. Consents shall also be permitted to increase the area of an undersized lot.
(viii) No land severance shall be permitted in any hazardous area that is subject to flooding, erosion or steep slopes except for a severance, which meets the satisfaction of the Niagara Peninsula Conservation Authority.

~~9.10.~~9.11. SITE PLAN CONTROL

The Official Plan may be implemented through the use of Site Plan Control. All areas of the Town are designated as Site Plan Control areas under the provisions of the Planning Act. Specific uses subject to site plan control are identified in the Town Site Plan Control By-law passed under the provisions of the Planning Act. The following uses will not be subject to site plan control provided they are subject to the Town Zoning By-law regulations.

(a) Any one or two unit dwelling, not including the following:

(i) Farm helphouse.
(ii) Any one or two unit dwelling being developed within a block type *development* such as a plan or condominium or a leasehold type *development*; and
(iii) *Development* identified in this Plan as requiring Site Plan Approval.

(b) Any alteration or addition to a one unit or two unit dwelling, including any *Additional R~~r~~esidential Units(s).*

(c) Developments of up to 10 residential units

(d) Any building or structure accessory to the uses stated in (a) and (b) above.

(e) Swimming pools.

(f) Any agricultural building with the exception of *agri-tourism uses*, *farm diversification* uses, commercial farm markets, permanent or mobile farm helphouses, greenhouses, farm wineries, estate wineries and micro-breweries.

Where site plan control is applicable proponents are required to execute a site plan agreement under the following circumstances:
~~w~~Where there is construction of one or more buildings or structures

,-Wwhere the size of a building is to be substantially increased
,-Wwhere the intensity of a use is to increase
,-Wwhere there is the *development* of a commercial parking lot.

As a component of the site plan control process, the Town will consider application of certain conditions to site plan approval, and to require that a certain standard of design be applied that are consistent with the urban design ~~policies~~guidelines of this Plan and any other applicable design guidelines, including: exterior design controls ~~to regulate external building~~, site, and boulevard matters such as *character*, scale, appearance, and *sustainable design*.

9.11.1

Greenhouses are subject to site plan control, and shall also be subject to the following criteria:

(a) Roof water run-off shall be retained on the land by way of ponds or cisterns, or detention ponds and controlled outlets shall be employed. Parking areas and the unbuilt portion of the lands shall be graded and sloped to swales or existing ditches;

(b) Where under drainage is installed in a greenhouse, an inspection manhole shall be provided intercepting the drain line near the property line or other location approved by the Town;

(c) Where a greenhouse operation receives permission to use municipal water, storage shall be sized based on the ratio of one gallon of storage facility for every square foot of greenhouse area, unless a water conservation plan can prove that this ratio provides an over capacity. Water shall only be drawn from the municipal system in off-peak hours. The use of municipal water for greenhouse shall also be subject to the servicing policies of Section 7.1.10;

(d) Paving shall be provided at entrances to the property based on the size of the greenhouse facility and based on the anticipated vehicular traffic; Unpaved areas shall be maintained in such a manner as to avoid excessive *development* of dust;

(e) Landscaping, fencing or screening may be required in cases where the greenhouse facility is located in areas adjacent to existing residential uses;

(f) Lighting required for the illumination of the building, parking, loading areas and driveways or required for security reasons, shall be directed in such a manner as to light up the immediate adjacent area for which it is intended; and

(g) Collection areas and enclosures for the storage of garbage and other waste materials shall be constructed in a manner as to avoid the spilling of liquids or blowing of materials onto *adjacent lands*.

9.11.2

Prior to *development* or *site alteration*, the Town may require the owner of any lands to submit for the Town approval the plans and drawings specified in Section 41(2) of The Planning Act, 1990.

9.11.3

All *development* subject to Site Plan approval shall conform to the Urban Design Policies in Section 8.6 of this Plan.

9.11.4

As a condition to the approval of the plans and drawings referred to in Section 9.11.3 and Section 41(7) of The Planning Act, the Town may require the owner of the land to:

(a) Provide to the satisfaction of and at no expense to the Town any or all of the following:

(i) Road widenings.
(ii) Location of vehicular access points.
(iii) Loading and parking facilities, driveways, including driveways for emergency vehicles and the surfacing of such areas.
(iv) The location and design of walkways, walkway ramps and all other means of pedestrian access.
(v) The location, massing and design of any buildings or structures. ~~Exterior design including *character*, scale, appearance and design features of buildings and their sustainable design.~~
(vi) The location and type of lighting of the land or of any buildings or structures thereon.
~~(viii) The location and type of landscaping.~~
(vii) The location and type of garbage storage.
(viii) The location and type of easements to be conveyed to the Town.
(x) The grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and wastewater from the land and from any buildings or structures thereon.
(xii) The location of snow removal facilities.
(xiii) *Sustainable design* elements on any adjoining highway including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.
(xiv) Facilities designed to have regard for accessibility for persons with disabilities.

(b) In addition to the above, provision of the following items is strongly recommended to encourage developments that are of high aesthetic quality and compatible and complimentary to the surrounding community and land-uses:

(i) Exterior design details including but not limited to detailed elevations and renderings that demonstrate *character*, scale, appearance and design features of buildings and their *sustainable design*.

(ii) Detailed landscaping plans that show species and planting details to minimize invasive species, minimize potential *utility* conflicts, contribute to *low impact development*, ensure ongoing health and viability for the species present, and confirm consistency with the Town's urban tree canopy provisions.

(c) The owner shall maintain to the satisfaction of the Municipality and at the sole risk and expense of the owner any or all of the facilities or works mentioned in Items (ii) through (xiv) above, including the removal of snow from access ramps and driveways, parking and loading areas and walkways.

(d) The owner shall enter into one or more agreements with the Municipality dealing with any or all of the facilities, works or matters mentioned above including financial requirements acceptable to the Town to guarantee the above.

9.11.5

Where site plan control is required for *development* in the natural environment system the following matters should be addressed, as applicable:

(a) Appropriate location of buildings, structures, sewage disposal systems;
(b) Retention or restoration of a natural vegetative *buffer* to prevent erosion, siltation, and nutrient migration;
(c) Maintenance or establishment of native tree cover and vegetation on the lot as terrain and soil conditions permit;
(d) Appropriate location and construction of roads, driveways and pathways, including the use of permeable materials;
(e) The use of appropriate soils for on-site sewage systems;
(f) Implementation of stormwater management and construction mitigation techniques with an emphasis on lot level controls, *low impact development* practices and a treatment train approach to promote filtration, infiltration and detention, which may include proper re-contouring, discharging of roof leaders, use of soak away pits, other measures to promote infiltration, and silt fencing for temporary sediment control;
(g) The establishment of dark sky compliant lighting from all structures with full cut-off fixtures being required in order to minimize light spillage into the surrounding environs, while maintaining safety; and
(h) Securities and processes to ensure implementation and long-term monitoring and compliance when site plan agreements and/or other agreements if required.

9.11.6

No building permit shall be issued in respect of any *development* in the Site Plan Control Area until the plans required have been approved by the Corporation of the Town and any agreements required to be entered into have been executed by the Town and the Owners of the land.

9.11.7

Site plan control may be utilized to formalize and/or implement the recommendations of an *Environmental Impact Study* prepared in support of *site alteration* or *development* within or adjacent to natural heritage features identified in this Plan.

9.12. ~~GROUP HOMES~~HOMES FOR SPECIAL CARE

9.12.1

Homes for Special Care are a form of supportive housing that provide housing and support services for individuals who are generally not able to live independently within the community. This type of housing is licensed by the Province through the *Homes for Special Care Act* and/or subsequent Provincial legislation. Homes for Special Care are allowed in any Residential designation as well as the *Rural Settlement* designation. The implementing zoning by-law will provide regulations for the establishment of Homes for Special Care where allowed. ~~Home for Special Care are administered by Provincial legislation and are permitted within the Agricultural designation, any Residential designation and the Rural Settlement designation.~~

~~(a) The following types of Group Homes~~Home for Special Care ~~administered under Provincial legislation shall be permitted to establish in any residential zone or residence:~~

~~(i) Approved Homes;~~
~~(ii) Homes for individuals who have physical disabilities when the Province licenses, funds or approves such a group home program~~
~~(iii) Homes for Special Care;~~
~~(iv) Satellite Residence for Seniors;~~
~~(v) Supportive Housing Programs~~
~~(vi) Accommodation for adult mental Health programs;~~
~~(vii) Accommodation services for individuals with a developmental disability; and~~
~~(viii) Transitional housing for individuals who are socially disadvantaged and community resource centre will require a rezoning.~~

~~(b)~~ Other types of ~~Group Homes~~ supportive housing may be permitted subject to an amendment to the implementing Zoning By-law on the merits of the application.

Within the Niagara Escarpment Plan Areas of Development Control, a Home for Special Care must be permitted by the Niagara Escarpment Commission through a development permit or alternative approval.

9.13. ~~HOME OCCUPATIONS~~HOME BASED BUSINESS

9.13.1. Permissions

~~Home Occupations~~

(a) Home-based businesses that are within a dwelling unit on properties within the *Rural Settlement*, Specialty Agricultural, Prime-Agricultural Area, and Residential

designations may be permitted by the implementing Zoning By-law, based on but not limited to, the following policies:

(i) It is located in the principal dwelling on a lot of record and is carried out by the occupant of the principal dwelling,

(ii) It is clearly secondary and a minor use of the dwelling unit, in terms of floor space utilization and is compatible with surrounding residential uses;

(iii) In the agricultural designations it is secondary to the principal *agricultural use* of the property, is compatible with and does not hinder the surrounding agricultural operations;

(iv) No outside storage of good, materials, equipment or service vehicles other than cars, vans and light trucks related to the home based business is permitted;

(v) Adequate on-site parking is provided for the home based business, and such parking is provided in locations compatible with the surrounding residential uses;

(vi) The home based business and the traffic associated with the home based business shall not be such that it will detract from the *character* of the area

(b) Where home-based businesses that are within a structure that is accessory to a dwelling unit may be permitted in the *Rural Settlement*, Specialty Agricultural, and Prime Agricultural designations by the implementing Zoning By-law based on but not limited to the following policies:

(i) The home-based business is located in the *Rural Settlement*, Specialty Agricultural and Prime Agricultural designations,

(ii) Be carried out only within an accessory building and by the residents of the principal dwelling on the property;

(iii) The building housing the home industry shall be located within the existing cluster of buildings on the lands;

(iv) Be compatible with and not hinder surrounding uses or agricultural operations;

(v) In the agricultural area, all of the property remains designated and zoned agricultural, and no new uses will be permitted where they are incompatible with *agricultural uses;*

(vii) No outside storage of good, materials, equipment or service vehicles other than cars, vans and light trucks related to the home industry is permitted;

(viii) Adequate on-site parking is provided for the home industry, and such parking is provided in locations compatible with the surrounding uses;

(ix) The home industry must comply with all other policies of this Plan; and

(x) The severance of a Home Industry from the principal use of the property in the agricultural area is not permitted.

(c) The implementing Zoning By-law shall further detail the conditions under which a home-based business may be permitted.

(d) Within the Niagara Escarpment Plan Areas of Development Control, a Home Based Business must be permitted by the Niagara Escarpment Commission through a development permit or alternative approval.

~~(a) Home occupation uses in the Agricultural designation, Residential designations and the Rural Settlement designation may be permitted by the implementing Zoning By-law, based on but not limited to, the following policies:~~

~~(i) It is wholly located within a dwelling unit and shall not be located in a detached accessory building;~~
~~(ii) It is clearly secondary and a minor use of the dwelling unit, in terms of floor space utilization and is compatible with surrounding residential uses;~~
~~(iii) In the agricultural designations it is secondary to the principal *agricultural use* of the property, is compatible with and does not hinder the surrounding agricultural operations;~~
~~(iv) It is located in the principal residence of the person conducting the home occupation;~~
~~(v) No outside storage of good, materials, equipment or service vehicles other than cars, vans and light trucks related to the home occupation is permitted;~~
~~(vi) Adequate on-site parking is provided for the home occupation and such parking is provided in locations compatible with the surrounding residential uses;~~
~~(vii) The home occupation and the traffic associated with the home occupation shall not be such that it will detract from the *character* of the area;~~
~~(viii) The home occupation will be regulated from the aspect of signage.~~

~~(b) The implementing Zoning By-law shall further detail the conditions under which a home occupation may be permitted.~~

~~**9.13.1.** Home Industries~~

~~(a) Home industries may be permitted in the Agricultural and the Rural Settlement designations by the implementing Zoning By-law based on but not limited to the following policies:~~

~~(i) Be carried out in an accessory building;~~
~~(ii) Be clearly accessory to the dwelling unit in the Rural Settlement designation, or secondary to the principal *agricultural use* of the property in the Agricultural designations;~~
~~(iii) Be operated by the residents of the dwelling on the parcel of land;~~

~~(iv) The building housing the home industry shall be located within the existing cluster of buildings on the lands;~~
~~(v) Be compatible with and not hinder surrounding uses or agricultural operations;~~
~~(vi) In the agricultural area, all of the property remains designated and zoned agricultural and no new uses will be permitted where they are incompatible with *agricultural uses;*~~
~~(vii) No outside storage of good, materials, equipment or service vehicles other than cars, vans and light trucks related to the home industry is permitted;~~
~~(viii) Adequate on-site parking is provided for the home industry and such parking is provided in locations compatible with the surrounding uses;~~
~~(ix) A home industry shall be regulated from the aspect of signage, parking, loading areas, scope and scale of operation and number of employees;~~
~~(x) A home industry shall be subject to the site plan control provisions of Section 41 of the Planning Act, 1990;~~
~~(xi) The home industry must comply with all other policies of this Plan; and~~
~~(xii) The severance of a Home Industry from the principal use of the property in the agricultural area is not permitted.~~

~~(b) The implementing Zoning By-law shall further detail the conditions under which a home industry may be permitted.~~

9.14. BED AND BREAKFAST

(a) Bed and Breakfast establishments in the Agricultural designation, Residential designations and the *Rural Settlement* designation may be permitted by the implementing Zoning By-law, based on but not limited to, the following policies:

(i) The use is clearly secondary to the primary use of the dwelling unit as a residence;
(ii) The bed and breakfast establishment must be the principal residence of the owner and operator;
(iii) The *character* of the dwelling unit as a private residence is maintained;
(iv) Adequate parking is available on the lot for the proposed bed and breakfast establishment;
(v) A Bed and Breakfast establishment shall be located in areas where there is convenient access to a major street;
(vi) Where a bed and breakfast establishment is located outside of an Urban Area, the proposed use must be able to be serviced with an appropriate water supply and an appropriate means of sewage disposal as required by the Region of Niagara Public Works Department; and
(vii) The bed and breakfast establishment will be regulated from the aspect of signage and any applicable by-law or legislation.

(b) The implementing Zoning By-law shall further detail the conditions under which a bed and breakfast establishment may be permitted.

(c) Withing the Niagara Escarpment Plan Areas of Development Control, a Bed and Breakfast Establishment must be permitted by the Niagara Escarpment Commission through a development permit or alternative approval.

~~(c) Within any Agricultural designation a maximum of 6 guest rooms is permitted.~~

9.15. NON-CONFORMING STANDARDS OF DEVELOPMENT AND NON-CONFORMING USES

9.15.1. General

It shall be a policy of this Plan to differentiate between non-conforming standards of *development* and non-conforming uses of land. In this regard, the policies of Sections 9.15.2 and 9.15.3 below apply.

9.15.2. Non-Conforming Standards of Development

(a) The extension or enlargement of any building or structure, the use of which is in compliance with this Official Plan and the implementing Zoning By-law, but which does not comply with the standards of *development* (i.e. lot area, setbacks, parking, landscaping) shall not be considered a non-conforming use under Section 9.15.3 below or Section 34(10) of The Planning Act, 1990.

(b) Relief from current standards of *development* as set out in the implementing Zoning By-law shall be based on the merits of each application and may be by amendment to the Zoning By-law or by Minor Variance through the Committee of Adjustment.

9.15.3. Non-Conforming Uses

(a) A land use which is lawfully in existence prior to the passage of the implementing Zoning By-law, and which continues to be utilized for such purpose may continue as a legal non-conforming use or may be deemed to conform to the intent of the Plan for the purpose of the By-law. In the latter case, such uses may be zoned in accordance with their present use and performance standards provided:

(i) The zoning does not permit any significant change of use or performance standards that will result in or aggravate any situation detrimental to adjoining land uses;
(ii) The use does not constitute a danger to surrounding uses by its hazardous nature or the traffic which it generates;
(iii) The criteria of Section (b) are satisfied; and
(iv) The lands shall be subject to the site plan control provisions of Section 41 of The Planning Act, 1990.

(b) In accordance with Section 34(10) of The Planning Act, 1990, The Town may amend a By-law passed under Section 34 to permit the extension or enlargement of any land; building or structure prohibited by the Zoning By-law provided the following

requirements are met. The Committee of Adjustment will be similarly guided in considering applications under Section 45 of the Planning Act, 1990:

(i) It is not possible to relocate such a use to a place where it will conform to the By-law;
(ii) The proposed extension or enlargement will not unduly aggravate the situation already created by the existence of the use and should, if possible, be designed to alleviate *adverse effects* of the use such as outside storage;
(iii) The abutting uses will be afforded reasonable protection by the provision of appropriate buffering and setbacks;
(iv) The proposed extension or enlargement should be in appropriate proportion to the size of the non-conforming use;
(v) Adequate provision will be made for safe access and adequate off- street parking and loading facilities;
(vi) All services, including private sewage disposal and water supply systems, shall be or can be made adequate; and
(vii) The expansion is not detrimental to the neighbourhood in consideration of the following:

- History of complaints;
- Effect on the *character* of the neighbourhood;
- Amount and type of signage;
- Unnecessary noise, odours, traffic or parking problems;
- Compliance with the *Minimum Distance Separation Formulas* and;
- The quality of the agricultural land including soils, climate, and the nature of the agricultural activity in the area.

9.16. COMMITTEE OF ADJUSTMENT

It is the intent of The Town pursuant to Sections 44 and 53 of The Planning Act, 1990, to appoint a Committee of Adjustment to assist in the administration of the Zoning By-law. The function of the Committee of Adjustment is to process applications relating to Consents and Minor Variances to the Zoning By-law, or applications regarding extensions or enlargements of non-conforming uses, pursuant to Section 45 of The Planning Act, 1990. The Committee of Adjustment shall consider the policies and general intent of this Plan and the implementing Zoning By-law when dealing with such applications.

9.17. COMPLETE APPLICATION POLICIES

9.17.1.

Prior to having a pre-consultation meeting, the applicant ~~must~~is encouraged have a pre-submission meeting with Town staff. The purpose of the pre-submission meeting is to allow staff to provide information on the applicable planning policies and regulations, provide high level comments on the feasibility of a proposal and identify what materials will need to be provided for the pre-consultation meeting

9.17.2. ~~9.16.1~~

Pre-consultation between the applicant and the Town is required prior to the submission of an application for an official plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium, consent or site plan control. ~~unless the Director of Planning and Development or designate determines that pre-consultation is not necessary based on the scale of *development* or the complexity of planning issues associated with the proposed application.~~ Pre-consultation will determine what is required to be submitted for a complete application and will provide the opportunity to discuss the nature of the application; *development* and planning issues; the need for additional information and/or reports to be submitted with the application; and the planning and approval process including the appropriateness of concurrent applications, where applicable. Pre-consultation may also involve the Region, the Niagara Peninsula Conservation Authority, the Niagara Escarpment Commission ~~or~~ and/or other agencies that may have an interest in the application as determined by the Town. ~~A by-law shall be approved by The Town requiring pre-consultation.~~ Pre-consultation shall be considered a requirement for the submission of a complete application.

9.17.3.

The Town may require applicants to hold a community meeting in advance of a formal development application in order to obtain additional information needed to process the application, in accordance with Section 9.17.1. of the Official Plan.

9.17.4.

In order to ensure that all possible information is available to the Town, the public and agencies involved in reviewing an application under the Planning Act, the prescribed information required under the *Planning Act* shall be provided along with additional information and/or reports that may be required, as determined through pre-consultation, such as but not limited to the matters outlined in Section 9.17.3.

9.17.5.

All ~~I~~information and/or reports shall be prepared by a qualified professional and submitted in an electronic format along with a hard copy to the Town to make this information readily available to the public and commenting agencies including, but not limited to the Region, the Niagara Peninsula Conservation Authority and the Niagara Escarpment Commission. Where the Town, the Region, the Niagara Peninsula Conservation Authority or the Niagara Escarpment Commission has requested additional information and/or reports, there may be a requirement~~request~~ for a peer review of any information and/or reports by an appropriate public authority or a qualified person retained by the Town. The applicant shall be responsible for all costs for a peer review which shall be payable upon submission of an invoice from the Town, ~~the Region,~~ the Niagara Peninsula Conservation Authority or the Niagara Escarpment Commission.

9.17.6.

The Director of Planning and Development or their designate shall be responsible for determining whether a planning application is considered complete under the Planning Act. An application will

be deemed Complete if all materials identified at the pre-consultation meeting are submitted to the Town and all required materials conform to the applicable Terms of Reference as determined by the Town. If an application is submitted without pre-consultation, adequate supporting information and/or reports, does not conform to the appropriate Terms of Reference, and/or without any application review fees as required by the Town, the Region, the Niagara Peninsula Conservation Authority, the Niagara Escarpment Commission or any other public agency, the application shall be deemed to be incomplete.

9.17.7. Requirements for Complete Application

The Town will require the provision of additional supporting information or materials required to allow full consideration of a planning application. The scope of the information or materials required for each application shall be determined as part of the pre-consultation process. This information may include, but shall not be limited to, the following:

Information Requirement	Application/Development Scenario
Planning Justification Report	Any proposal for *development* or *site alteration* should demonstrate that it meets goals, objectives and policies of Provincial plans and policy statements, the ~~Regional Official Plan~~ and the Town Official Plan and provide an indication of whether it conforms to applicable Provincial plans and policies.
Property Appraisal Report	Any proposal for *development* that requires a Zoning By-law Amendment or site plan approval, is required to submit an appraisal to be prepared by a qualified consultant on a list maintained by the Town, in accordance with the Town's Parkland Dedication and Cash-in-Lieu By-law.
Land Use/Market Impact Study	Any proposal for major commercial or residential proposals should consider the existing supply of available land and future land use needs in the Town and in the Region.
Urban Design/Sun Shadow Study/Wind Study/Landscape Plans	Any proposal for infill *development*, *redevelopment* or *intensification* or where a site plan agreement is required should include plans illustrating how the proposal will be compatible with the *character* of adjacent uses and the surrounding neighbourhood. These plans and related descriptive details may include building elevations, shadow/wind impacts and streetscaping.
Archaeology and Cultural Heritage Assessment ~~ical Assessment~~	Any *development* or *site alteration* proposed in proximity to lands that contain known *archaeological resources* or *areas of archaeological potential*.
Heritage Impact Assessment	Any *development* or *site alteration* proposed on or adjacent to lands, structures or buildings designated under the Ontario Heritage Act or listed on an approved heritage resource inventory.

Environmental Impact Study	Any proposal for *development* or *site alteration* within or adjacent to a natural heritage feature may require an *Environmental Impact Study* in accordance with the policies of this Plan. ~~ny natural heritage feature or natural hazard identified on the Region's Core Natural Heritage Map, the regulated area of the Niagara Peninsula Conservation Authority or the Town Official Plan shall provide an inventory and~~
Environmental Planning Study or Sub-Watershed Study	Any proposal for a secondary plan or an urban boundary expansion shall address the guidelines and terms of reference of any relevant *watershed* plans and shall include an environmental inventory and assessment with recommendations on where *development* may take place, features to be protected, appropriate policies for planning documents, and an environmental management plan to maintain, enhance, restore and monitor environmental conditions both during and after *development*.

Information Requirement	Application/Development Scenario
Tree Preservation Plan	Any *development* or *site alteration* that may result in the injury or destruction of three or more trees, as regulated under the Town's Private Property Tree By-law, or that may otherwise impact trees to be retained on or adjacent to the site. ~~have *adverse effects* on a significant tree or group of trees, including a woodland as defined by the Regional Tree and~~
Floodplain and Hazard Lands	Any *development* or *site alteration* proposed near *floodplains* or hazard lands identified by the regulations of the Niagara Peninsula Conservation Authority.
Geotechnical and Slope Stability Report	Any *development* or *site alteration* proposed near *valleylands* identified by regulations of the Niagara Peninsula Conservation Authority, as well as any other matters required to address other geotechnical matters such as stability of fill, etc. .
Environmental Site Assessment	Any *development* or *site alteration* on lands or *adjacent lands* that were previously used for a purpose that may have caused contamination of the property should be accompanied by one or more reports to assess existing conditions and address the need for any further environmental testing or remediation necessary in accordance with Provincial regulations and guidelines.
Air Quality/Noise and Vibration Study	Any *development* for a sensitive land use that is located near a major facility such as a transportation corridor, industrial use, sewage or *water treatment facility*, pumping station or landfill operation.
Agricultural Impact Assessment	Any proposed *development* or *site alteration* for a non-agricultural use on lands situated outside of the Urban Area shall evaluate the capability of the site for *agricultural use* including soil, micro-climate and drainage conditions, the existing pattern of agricultural or non-agricultural activities, and any potential impacts on surrounding agricultural land and operations, ways to mitigate these impacts, and potential net impacts.

Information Requirement	Application/Development Scenario
Farm Operation and Ownership	Any *development* or *site alteration* for a secondary use to agriculture or an application for consent on lands designated for agricultural purposes.
Alternative Sites for Non-Agricultural Uses	Where a non-agricultural use is proposed in an agricultural area it must be demonstrated that there are no reasonable alternative locations available in *Settlement Areas*, *Rural Areas* or on lower priority agricultural land in the Region.
Minimum Distance Separation I and II	Any non-agricultural use proposed within 1000 metres of an existing livestock facility shall include a review of these facilities and calculations to determine conformity with Minimum Distance Separation I requirements. If other livestock facilities may be reasonably expected to be impacted by the non-agricultural use, or if a proposed first or expanded livestock facility may impact other land uses, MDS I and II separation distances will be determined, respectively.
Mineral Aggregate Resources	Where *development* or *site alteration* is proposed on lands within or adjacent to an area of known *mineral aggregate resources*, it shall be demonstrated that the resource use will not be hindered in the future, that the resource use is not feasible, that the proposed *development* or use serves a greater long term public interest, and that other impacts are evaluated in accordance with the policies of this Plan.~~.~~
Municipal Servicing Study	Any plan of subdivision or major *development* proposal should address the availability of adequate municipal services and impacts to existing municipal services and facilities.
Stormwater Management Plans	Any major *development* or *site alteration* proposed should address how stormwater runoff will be accommodated in terms of water quality and quantity, site grading, assessment of legal and adequate drainage outlets and erosion and sedimentation control measures.

Traffic/Parking Impact Analysis	Any *development* or *site alteration* that may have an impact on traffic flow and safety which may also include an analysis of parking standards.
Construction Management Plan	Any major *development* or *site alteration* proposed should include plans to demonstrate how the construction impacts to the community will be minimized and managed.

Information Requirement	Application/Development Scenario
Hydrogeological Study and Private Servicing Plans	Any *development* outside of the Urban Area where private sewage disposal and water systems are proposed should provide an assessment of soil conditions, an evaluation of the ability of the site to accommodate *sustainable private services* and a plan illustrating the location of services, drainage and lot grading.
Financial Impact Assessment	To address financial implications of a proposed *development* on the provision of municipal services and utilities that may cause a financial, environmental or economic hardship for the Town and the Region.
Niagara Escarpment Commission Development Permit	Any proposed *development* or *site alteration* proposed within the Niagara Escarpment Commission Development Control Area must provide a Development Permit issued by the Niagara Escarpment Commission.
Hydrologic Evaluation	Any proposal for development or site alteration within or adjacent to a water resource feature may require a *hydrologic evaluation* in accordance with the policies of this Plan. *Hydrologic evaluations* shall be completed in accordance with the Regional Hydrologic Evaluation Guidelines.
Feasibility Study for District Energy	At the time of a secondary plan, to explore energy options.

9.18. PUBLIC PARTICIPATION AND NOTIFICATION

The Town intends that the public be involved in the formulation and implementation of planning policies. To this end, The Town shall notify and seek the views and participation of the public prior to making decisions regarding the Official Plan, the Zoning By-law and amendments thereto, Plans of Subdivision, Plans of Condominium, Consents and Minor Variances.

To meet these objectives while eliminating any undue delays in processing amendment proposals, a minimum of one Public Meeting shall be held and, depending on the nature or complexity of the proposal, community meetings, open houses, public displays, workshops or other appropriate forums may also be added.

9.18.1.

The Town may require applicants to undertake a Pre-Application Community Consultation Meeting prior to the submission of a planning application to the Town in order to obtain additional information needed to process the development application. This requirement, if applicable, will be ~~Where~~ identified at a pre-consultation meeting ~~the applicant shall undertake at least one Pre-Application Community Consultation Meeting prior to the submission of a planning application to the Town.~~ This pre-application consultation process is designed to increase the efficiency of the planning approvals process. Requirements for the c~~C~~ommunity ~~Information M~~meeting will be ~~provided~~detailed in a Terms of Reference (as amended) provided by the Town.

9.18.2.

When an application has been deemed complete a Statutory Public Meeting shall be scheduled. No~~A notice of the~~ Statutory Public Meetings shall be in accordance with the regulations of the *Planning Act* ~~information and be circulated per the regulations of the Planning Act. A Notice of the Statutory Public Meeting shall contain the following information:. Notice of public meetings shall be in accordance with the regulations of the Planning Act.~~

(a) A notice of Public Meeting shall contain the following information:

(i) Date, time and place of meeting;
(ii) A map showing the location of the subject lands, if applicable; and
(iii) A description of the proposal or description of the matters, which may be addressed in the application, in the event that the application is approved.

9.18.3.

The Town may forego public notification and public meeting(s) in connection with a technical official plan amendment or zoning by-law amendment if such will not affect the provisions and intent of the Official Plan, the Zoning By-law, or amendments thereto, in any material way, and may include the following matters:

(a) Altering the number and arrangement of any provision;

(b) Correcting punctuation or altering language to obtain a uniform mode of expression;

(c) Correcting clerical, grammatical, dimensioning or typographical errors;

(d) Effecting changes in format;

(d) ~~(e)~~ Consolidating previous amendments into the parent document.

~~(c)~~(e) Minor amendments that are only required to address inconsistencies between the Official Plan and Zoning By-law amendment as a result of a comprehensive review of either document.

9.18.4.

The Town will engage with First Nations and Indigenous communities in a timely manner and consider their interests when identifying, protecting and managing cultural heritage resources and *archaeological resources*, planning for sustainability and climate change, and the natural environment system, when considering planning matters and planning applications, as appropriate. ~~engage, consult, and partner, as appropriate with First Nations and Metis Nation communities when considering planning matters and planning applications that may affect their interests.~~

9.19. MONITORING, PLAN REVIEW AND AMENDMENTS

(a) The Town will monitor the effectives with which the Official Plan policies are dealing with *development* pressures in the Town and responding to provincial plans and policies.

(b) The Town will consider the need for a major review of this Plan at five-year intervals commencing from the date of approval of this Plan. The Plan, including the secondary plans, will be reviewed on an on-going basis as deemed necessary by the Town to incorporate amendments and new information as it becomes available. It is not the intent of The Town to frequently amend this Plan. However, certain circumstances will arise that require an amendment to this Plan. This Plan may be amended whenever Provincial or Regional policies are revised in such a way that directly affects the Town. An amendment to this Plan will be required when a proposed change in land use designation or major public work does not comply with the policies of this Plan.

(c) The Town will undertake annual monitoring of designated growth area ~~greenfield~~ densities, *intensification* targets to ensure the goals of this Plan are achieved.

9.20. INTERPRETATION

Boundaries of land use designations, as shown on Schedule 'A' are intended to be general and approximate, unless they coincide with a road, lot or concession line, railway, *watercourse* or prominent physical feature. Minor adjustments to the approximate location of land use boundaries and implementing Zoning By-law boundaries may be permitted provided the integrity of this Plan is maintained. Similarly, minor adjustments may be made in the location of streets identified in Neighbourhood Secondary Plans provided the intent and integrity of this Secondary Plan is maintained. Urban boundaries as shown on the Land Use Schedules to this Plan shall not be

considered flexible and any changes require an amendment to this Plan and the Official Plan. Whenever an objective or policy of this Plan is changed, added or deleted, an amendment to this Plan shall be required.

9.21. DELEGATED AUTHORITY

The Town may, by by-law, delegate the authority to pass by-laws under section 34 or the *Planning Act,* that are of a minor nature, to a committee of Council or an individual who is an officer or employee of the municipality.

Delegation of authority to pass by-laws under section 34 of the *Planning Act* shall be limited to:

(a) a by-law to remove a holding "H" symbol;

(b) a by-law to authorize or extend the temporary use of land, buildings, or structures, including the approval of an agreement to implement the temporary use;

(c) a by-law to implement a decision of the Committee of Adjustment; and

(d) a by-law to amend zoning to facilitate creating purpose-built: *affordable* ownership, *affordable* rental, attainable rental, and market rental ~~and affordable rental~~ housing provided that the proposed *development* meets the following criteria:

(i) The planning application comprises a total of 100~~50~~ dwelling units or less;
(ii) A minimum of 2~~5~~0% of the dwelling units meet the Region's definition ~~criteria~~ for *affordable* ownership, attainable rental and/or *affordable* rental housing; and
~~(iii)~~
(iv) The period of affordability for all *affordable* ownership, attainable rental and/or *affordable* rental units is no less than 20 years.

The delegation of authority authorized under Section 9.21 may be subject to conditions of Council. Delegation of authority may be withdrawn, by by-law, in respect of any by-law for which a final disposition was not made before the withdrawal.

PART 10
DEFINITIONS

Where a term used in this Plan, or a definition in this Section, is inconsistent with a definition in the Provincial Planning ~~Policy~~ Statement or Provincial Plan, the definition in the Provincial Document will prevail.

"Access Standards" means access standards as defined in the Provincial Planning Statement. ~~Regional Official Plan.~~

"Active Transportation" means active transportation as defined in the Provincial Planning Statement. ~~Regional Official Plan.~~

"Adaptive re-use" means a change in use of surplus farm facilities on existing farms for approved non-farm uses that are compatible with the surrounding farming activities and are of a scale appropriate to the farm operation. Adaptive re-use is oriented to ~~to~~ the conservation of heritage buildings and landscapes that would otherwise disappear as a result of their no longer being required for farm purposes.

"Additional Residential Unit" means a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, that is located either within a single-detached, semi-detached or townhouse dwelling, or within an ancillary building or structure on the same lot as a single detached, semi-detached or townhouse dwelling.

"Adjacent lands" means adjacent lands as defined in the Provincial Planning~~Policy~~ Statement.

"Adverse effect~~s~~" means adverse effect as defined in the Provincial Planning ~~Policy~~ Statement.

"Affordable" means affordable as defined in the Provincial Planning ~~Policy~~ Statement.

"*Agricultural c~~C~~ondition"* means agriculture condition as defined in the Provincial Planning ~~olicy~~ Statement.

"Agricultural impact assessment" means agricultural impact assessment as defined in the Provincial Planning Statement.

"Agricultural source material" means treated or untreated materials, as defined by the Nutrient Management Act, other than compost that meets the Compost Guidelines, or a commercial fertilizer, if they are capable of being applied to as land nutrients.

"Agricultural System" means agricultural system as defined in the Provincial Planning Statement.

"Agricultural uses" means agricultural uses as defined in the Provincial Planning Statement

"Agri-food network" means agri-food network as defined in the Provincial Planning Statement

"Agri-tourism uses" means agri-tourism uses as defined in the Provincial Planning ~~olicy~~ Statement.

"*Agriculture-rRelated uses"* means agriculture-related uses as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Agri-tourism uses indirectly related to agriculture"*** mean uses that are considered secondary uses to a farm operation that involve tourism uses that are not directly related *agricultural uses* but that benefit from a farm/rural location. Such uses may include bed and breakfast accommodations, dining facilities, weddings, educational tours and similar uses.~~

"Alternative energy systems" means alternative energy systems as defined in the Provincial Planning Statement.

"Archaeological resources" means archaeological resources as defined in the Provincial Planning ~~olicy~~ Statement.

"Areas of archaeological potential" means areas~~s~~" of archaeological potential as defined in the Provincial Planning ~~olicy~~ Statement.

"Areas of e~~E~~mployment" means an area of land designated in an official plan for clusters of business and economic uses as defined in the Planning Act.

~~***"Areas of mineral potential"*** means areas of mineral potential as defined in the Provincial Planning olicy Statement.~~

"Areas of natural and scientific interest" means areas of natural and scientific interest as defined in the Provincial Planning ~~olicy~~ Statement.

"***Attainable housing"*** means rental or ownership housing provided by the market for moderate income households that are generally within the fifth and sixth income decile of the regional market area. Attainable housing can include dwelling types of various sizes, densities, and built forms, and is intended to provide individuals with the opportunity to access housing more suitable to their needs.

~~***"Bonafide farmer"*** is an individual who:~~

- ~~Owns, is employed on, and manages a farm operation;~~
- ~~Earns a majority of his/her income from farming (the scale of the farm operation should be capable of generating reasonable operating profit under "normal" economic conditions;~~
- ~~Spends a majority of his/her working time on the farm and is available to work on the farm when required by the farm operation;~~
- ~~Demonstrates a continuing commitment to the farm operation, such as through farm maintenance practices, and investment in equipment, buildings, and crops; and~~
- ~~For the purposes of this definition, a farmer is defined as the principal operator of the farm together with his/her spouse.~~

"Brownfield sites" means brownfield sites as defined in the Provincial Planning ~~olicy~~ Statement.

"Buffer" means an area of land located adjacent to natural heritage features and areas, other wetlands, and watercourses and usually bordering lands that are subject to development or site alteration. The purpose of a buffer is to protect the features and areas and their ecological functions by mitigating impacts of the proposed development or site alteration. Buffers shall consist of natural self-sustaining vegetation as a condition of development (except where certain agricultural uses are exempt from the requirement of a buffer). ~~buffer as defined in the Regional Official Plan.~~

~~***"Built-up Area"*** means all land within the *Built Boundary*.~~

~~***"Built boundary"*** means the built boundary as defined in the Growth Plan for the Greater Golden Horseshoe~~.

"*Built form*" means the function, shape, and configuration of buildings, as well as their relationship to streets and open spaces.

"Built heritage resource" means a built heritage resource~~s~~ as defined in the Provincial Planning ~~olicy~~ Statement.

"Character" means the collective qualities and characteristics that distinguish a particular area or neighbourhood.

"Compact ~~Urban~~ bBuilt fForm" means a compact built ~~urban~~ form as defined in the Provincial Planning Statement. ~~e Regional Official Plan~~.

~~***"Compatible development"*** means a development, building and/or land use that can co-exist or occur without conflict with surrounding land uses and activities in terms of its uses, scale, height, massing and relative location. *development* that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances an established community and coexists with existing *development* without causing any undue adverse impact on surrounding properties.~~

"Complete communities" means complete communities as defined in the Provincial Planning Statement ~~Growth Plan for the Greater Golden Horseshoe~~.

"Complete streets" are designed and operated in a context sensitive manner to enable safe access for all users. Pedestrians, cyclists, motorists and transit users of all ages and abilities must be able to move along and across a complete street. Central to the complete streets concept is the requirement that all road users be included in the design decisions.

~~**"*Comprehensive rehabilitation*"** means comprehensive rehabilitation as defined in the Provincial Planning Statement.~~

"Community hubs" means locations that serve as central access points, which offer services in collaboration with different community agencies and service providers, reduce administrative

duplication, and improve services for residents and are responsive to the needs of ~~this~~ communities.

"Conservation uses" shall include forest management, fish and wildlife management, soil conservation and slope stabilization.

"*Conserved"* means conserved as defined in the Provincial Planning ~~olicy~~ Statement.

"Creative cultural industries" means uses involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs such as advertising, architecture, arts and antique markets, crafts, design, film, video and photography, software, music and performing arts and publishing.

"Cultural heritage landscape" means a cultural heritage landscape as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Density Target"*** means density target as defined in the Regional Official Plan.~~

~~***Designated Greenfield Area"*** means the designated greenfield area as defined in the Growth Plan for the Greater Golden Horseshoe area within a settlement area that is not a *built-up area*.~~

"***Deposits of mineral aggregate resources***" means deposits of mineral aggregate resources as defined in the Provincial Planning Statement.

"***Designatedned gGrowth aAreas****"* means designated growth areas as defined in the Provincial Planning Statement.

~~"***Designated vulnerable area***" means designated vulnerable area as defined in the Provincial Planning Statement.~~

"Development" means development as defined in the Provincial Planning ~~olicy~~ Statement.

"Dynamic bBeach hHazard" means a dynamic beach hazard as defined in the Provincial Planning ~~olicy~~ Statement.

"Ecological function" means ecological function as defined in the Provincial Planning ~~olicy~~ Statement.

"Ecological integrity" includes hydrological integrity and means a condition that is determined to be characteristic of its natural region and likely to persist, including abiotic components and the composition and abundance of native species and biological communities, rates of change and supporting processes.

~~***"Ecological value"*** means the value of ecological functions performed by natural heritage features and areas, key natural heritage features, key hydrologic features and key hydrologic areas to the native biodiversity and wildlife habitats. These functions include, but are not limited~~

~~to, providing cover and refuge; breeding, nesting, denning and nursery areas; corridors for wildlife movement; food chain support; and natural water storage, natural flow attenuation, and water quality improvement, which enhances habitat for wildlife and biodiversity~~.

"Ecosystem" means a dynamic complex of plants, animals, and micro-organisms and their non-living environment interacting as a functional unit. The term ecosystem can describe small scale units, such as drops of water, as well as large scale units, such as the biosphere. ~~ecosystem as defined in the Regional Official Plan.~~

"Employment aArea" or Employment aArea designation means employment area as defined in the Provincial Planning ~~olicy~~ Statement.~~.~~

"Employment lands" means a broad range of lands designated for employment uses that may be located within or outside of Employment Areas. Employment lands accommodate a wide range of employment uses as set out in the Official Plan and Zoning By-law.

"Endangered species" means endangered species as defined in the Provincial Planning ~~olicy~~ Statement.

"***Environmental impact study***" means a science-based study of ecological features and functions and impacts to those features and functions resulting from development and/or site alteration, prepared in accordance with the Environmental Impact Study Guidelines.

"Erosion hazard" means erosion hazard as defined in the Provincial Planning ~~olicy~~ Statement.

"Estate winery" means the use of land, buildings or structures as a secondary agricultural use to a vineyard and/or fruit farm on the same farm parcel for the processing of fruit, fermentation, production, bottling, aging and storage of wine and wine related products where the fruit used in the production of the wine shall be locally grown. An ~~-~~estate winery may also include the retail sale of wine, hospitality room, restaurant, winery office and a laboratory.

"Excess soil" means soil, or soil mixed with rock that has been excavated as part of a project and removed from the project area for the project defines under O. Reg 406/19 under the Environmental Protection Act.

"Farm diversification" means a range of uses that are designed to expand the range of economic opportunities available to farmers and is a generic reference to value added agriculturally related and secondary agricultural uses that may not be directly related to the agricultural activity conducted on the farm property.

~~***"Farm winery"*** means the use of land, buildings or structures as a secondary agricultural use to a vineyard and/or fruit farm on the same farm parcel for the processing of ~~-~~locally ~~-~~grown ~~-~~fruit, fermentation, production, bottling, aging and storage of wine and wine related products where the fruit used in the production of the wine shall be predominantly from the vineyard and/or fruit farm located on the same land as the farm winery as well as part of the farmer's own farm operation. A farm winery may also include the retail sale of wine, hospitality room, winery office and a laboratory.~~

"***Fish***" means fish as defined in the Provincial Planning Statement.

"Fish habitat" means fish habitat as defined in the Provincial Planning ~~olicy~~ Statement.

"***Flood fringe***" means flood fringe as defined in the Provincial Planning Statement.

"Floodplain" means floodplains as defined in the Provincial Planning ~~olicy~~ Statement.

"Flooding hazard" means flooding hazard as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Floodproofing standard"*** means floodproofing standard as defined in the Provincial Planning olicy Statement.~~

"Floodway" means floodway as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Freight-Supportive"*** means freight-supportive as defined in the Provincial Planning Statement.~~

"Garden suite" means a one-unit detached residential structure containing bathroom and kitchen facilities, ancillary to an existing residential structure and is designed to be portable.

"Greenbelt aArea" ~~means the Greenbelt Area as defined in the Growth Plan for the Greater Golden Horseshoe~~ Horseshoe means the geographic area identified as the Greenbelt Area in Ontario Regulation 59/05 under the Greenbelt Act, 200 means the geographic area as identified in the Greenbelt Plan as Schedule 1 in Ontario Regulation 59/05 under the Greenbelt Act, 2005.~~5.~~

"***Green iInfrastructure***" means green infrastructure as defined in the Provincial Planning Statement.

"Greyfields" means ~~greyfields as defined in the Growth Plan for the Greater Golden Horseshoe previous.~~previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

"Gross density" means the total number of dwelling units per hectare divided by the developable portion of a property or site. Gross density does not include lands within the Core Natural Heritage ~~System, but~~System but would include other forms of non-residential development (such as roads, parks, infrastructure, etc.).

"Ground water feature" means a ground water feature as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Groundwater Recharge"*** means the replenishment of subsurface water, (a) resulting from natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetlands, and (b) resulting from human intervention, such as the use of stormwater management systems. groundwater recharge as defined in the Regional Official Plan.~~

"Habitat of endangered species and threatened species" means habitat of endangered species and threatened species as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Hazardous forest types for wildland fire"*** means hazardous forest types for wildland fire as defined in the Provincial Planning Statement.~~

"Hazardous lands" means hazardous lands as defined in the Provincial Planning ~~olicy~~ Statement.

"Hazardous sites" means hazardous sites as defined in the Provincial Planning ~~olicy~~ Statement.

"Hazardous substances" means hazardous substances as defined in the Provincial Planning ~~olicy~~ Statement.

"Heritage attributes" means heritage attributes as defined in the Provincial Planning ~~olicy~~ Statement.

"Housing options" means housing options as defined in the Provincial Planning Statement.

"*Higher order transit*" means higher order transit as defined in the Provincial Planning Statement.

"Hydrologic function" means hydrologic function as defined in the Provincial Planning ~~olicy~~ Statement.

"*Hydrological evaluation*" and hydrologic evaluation means a science based study of hydrologic features and areas and impacts to those features and hydrologic functions resulting from development and/or site alteration.

"*Individual on-site sewage services*" means individual on-site sewage services as defined in the Provincial Planning Statement.

"*Individual on-site water services*" means individual on-site water services as defined in the Provincial Planning Statement

"Infrastructure" means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes sewage and water systems, septic treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, active transportation systems, oil and gas pipelines and associated facilities.

"Intensification" means intensification as defined in the Provincial Planning ~~olicy~~ Statement.

"Intensification Corridors" means intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels. ~~intensification corridors as defined in the Growth Plan for the Greater Golden Horseshoe.~~

"*Interface*" means the physical relationship between two or more uses, such as, a building and street. It is the intent of urban design to reinforce this relationship and increase its impacts positively on the public realm.

"*Institutional use*" means institutional use as defined in the Provincial Planning Statement.

"Legal or Technical Reasons" means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

*"**Linkages**"* means an area, that may or may not be associated with the presence of existing natural features and areas, that provides and maintains ecological connectivity between core areas consisting of natural features and areas, and supports a range of community and ecosystem processes enabling plants and animals to move among natural heritage features, in some cases over multiple generations, thereby supporting long-term sustainability of the overall natural environment systems.

"Locally Grown" means fruit or fruit juice used in the production of wine shall consist entirely of fruit in the first instance grown and harvested within the municipal boundaries of the Town, in the second instance from fruit grown and harvested in the Regional Municipality of Niagara and in the third instance from fruit grown and harvested in the Province of Ontario.

"*Local growth centres and corridors*" means established areas, outside of strategic growth areas, that will be the focus for growth within Area Municipalities and the preferred location for public and private investment. Local growth centres and corridors will vary in size, nature, and character, and may include traditional downtown cores and key mixed use areas and areas of intensification along transit corridors.

"Low impact development" means low impact development as defined in the Provincial Planning Statement.

"~~Low and~~ Moderate ~~l~~income ~~H~~households" In the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the municipality ~~regional market area~~; or in the case of rental housing, household~~s~~ with incomes in the lowest 60 per cent of the income distribution for renter households for the municipality ~~regional market area (Growth Plan, 2019).~~

"*Major trip generators*" means major trip generators as defined in the Provincial Planning Statement.

"***Marine facilities***" means marine facilities as defined in the Provincial Planning Statement.

"***Major f~~F~~acilities***" means major facilities as defined in the Provincial Planning Statement.

"***Major recreational use"*** (Greenbelt Plan area only) means a recreation use that requires large-scale modification of terrain, vegetation or both and usually also requires large-scale buildings or structures, including but not limited to the following: golf courses, serviced playing fields, serviced campgrounds, and ski hills.

"Major rRetail/cCommercial Use" means large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

"Major goods movement facilities and corridors" means major goods movement facilities and corridors as defined in the Provincial Planning Statement.

"Major Institutional Use" means major trip generators that provide essential services for every stage of life and benefit from being close to urban services and amenities. Generally, major *institutional uses* are considered post-secondary institutions (i.e., colleges, universities, and trade schools), health care facilities and research centres (i.e., hospitals); and corporate government headquarters.

"Major tTransit sStation aArea" means a major transit station area as defined in the Provincial Planning Statement.

"Major Ooffice uUse" means freestanding office buildings with approximately 4,000 square metres of floor space or greater, or with 200 jobs or more ~~as defined in the Growth Plan for the Greater Golden Horseshoe.~~

"Minerals" means minerals as defined in the Provincial Planning Statement.

"Mineral aggregate operation" means mineral aggregate operation as defined in the Provincial Planning ~~olicy~~ Statement.

"Mineral aggregate resources" means mineral aggregate resources as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Mineral deposits"*** means mineral deposits as defined in the Provincial Planning olicy Statement.~~

"Minimum distance separation formulae" means minimum distance separation formulae as defined in the Provincial Planning ~~Policy~~ Statement.

~~***"Municipal Comprehensive Review"*** means municipal comprehensive review as defined in the Regional Official Plan.~~
"***Multimodal***" means multimodal as defined in the Provincial Planning Statement.

"*Municipal sewage services*" means municipal sewage services as defined in the Provincial Planning Statement.

~~***"Municipal water services"*** means municipal water services as defined in the Provincial Planning Statement.~~

"Natural heritage features and areas" means natural heritage features and areas as defined in the Provincial Planning ~~olicy~~ Statement.

"Natural heritage system" means a natural heritage system as defined in the Provincial Planning ~~olicy~~ Statement.

"Negative impacts" means negative impacts as defined in the Provincial Planning ~~Policy~~ Statement.

"Net density" means total number of dwelling units per hectare divided by the developable portion of a property or site. Net density does not include lands within the Core Natural Heritage System, parkland, roads and *infrastructure*.

"Normal farm practices" means normal farm practice as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Oil, gas, and salt hazards"*** means oil, gas, and salt hazards as defined in the Provincial Planning Statement.~~

~~***"One Hundred Year Flood"*** means one hundred year flood as defined in the Provincial Planning olicy Statement.~~

~~***"One hundred year flood level"*** means one hundred year flood level as defined in the Provincial Planning Statement.~~

"On-farm diversified uses" means on-farm diversified uses as defined in the Provincial Planning ~~olicy~~ Statement.

~~"***Other water related hazards***" means other water related hazards as defined in the Provincial Planning Statement.~~

"*Other wetlands*" means lands that meet the definition of a wetland, and which have not been evaluated as a provincially significant wetland.

"*Other woodlands*" means woodlands determined to be ecologically important in terms of features, functions, representation, or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. Other woodlands include all terrestrial treed vegetation communities where the percent tree cover is greater than 25 per cent. Other woodlands would not include woodlands meeting the criteria as significant woodlands.

"*Partial se~~Se~~rvices"* means partial services as defined in the Provincial Planning ~~olicy~~ Statement.

"Petroleum resources" means petroleum resources as defined in the Provincial Planning Statement.

"Planned corridors" means planned corridoes as defined in the Provincial Planning Statement.

"Prime agricultural area" means prime agricultural area as defined in the Provincial Planning ~~olicy~~ Statement.

"Prime agricultural land" means prime agricultural land as defined in the Provincial Planning ~~olicy~~ Statement.

~~***"Primary dwelling unit"*** means the largest dwelling unit in which the primary residential use of the lot is conducted, and shall comprise of a detached house, semi-detached house, or townhouse.~~

"Protected heritage property" means protected heritage property as defined in the Provincial Planning ~~olicy~~ Statement.

"Protected mMajor tTransit sStation aArea" means the area surrounding and including an existing or planned higher order transit station or stop as identified on Schedule 'A2' of this Plan. Also considered a *major transit station area* as defined by the Provincial Planning Statement.

"Provincial and fFederal requirements" means provincial and federal requirements as defined in the Provincial Planning Statement.

~~***"Protection works standards"*** means protection works standards as defined in the Provincial Planning olicy Statement.~~

"***Public use***" means designed, adapted or used for civic, political, educational, social or recreational purposes by various levels of government and their commissions, boards, agencies, ministries or departments.

"Public realm" means the publicly owned places and spaces that are accessible by everyone. These can include local streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, waterfront, public transit systems, conservation areas, and civic buildings and institutions.

"Public service facilities" means public service facilities as defined in the Provincial Planning Statement.

"Quality and quantity of water" means quality and quantity of water as defined in the Provincial Planning Statement.

"Quaternary watershed" means a watershed with a drainage area that is between 62km2 and 870 km2 that drains into a *tertiary watershed*. There are 12 quaternary watersheds in Niagara:

- Fifteen and Sixteen Mile Creeks.
- Four Mile Creek and NOTL.
- Jordan Harbour –Twenty Mile Creek.
- Twelve Mile Creek.
- Welland Canal North.
- Welland Canal South.

West Lake Ontario Shoreline.
Niagara River North.
Niagara River South.
Welland River East.
Welland River West.
Northeast Lake Erie Shoreline.

"***Rail facilities"*** means rail facilities as defined in the Provincial Planning Statement.

"Recreation" means lands, buildings, spaces, and structures used for both indoor and/or outdoor recreation programs including arenas, community centres, senior centres, sport fields, rinks/arenas, lawn bowling fields, tennis courts, pickleball courts, basketball courts and other similar recreational activities.

"Redevelopment" means redevelopment as defined in the Provincial Planning ~~olicy~~ Statement.

"Regional market area" means an area that has a high degree of social and economic interaction. The boundaries of the Niagara Region will serve as the regional market area for the purposes of assessing housing market conditions.
~~regional market area as defined in the Provincial Policy Statement.~~

"Renewable energy systems" means renewable energy systems as defined in the Provincial Planning ~~olicy~~ Statement.

"Residence surplus to an agricultural~~farming~~ operation" means a residence surplus to an agricultural ~~farming~~ operation as defined in the Provincial Planning ~~olicy~~ Statement.

"Residential intensification" means i~~residential intensification as defined in the Provincial Policy Statement.~~ Intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

(a) redevelopment, including the redevelopment of brownfield sites;

(b) the development of vacant or underutilized lots within previously developed areas;

(c) infill development;

(d) development and introduction of new housing options within previously developed areas;

(e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and

(f) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other housing options.

"Rural areas" means rural areas as defined in the Provincial Planning Statement

"Rural lands" means rural lands as defined in the Provincial Planning Statement

"Rural sSettlement" means ~~a rural *development* area where residential *development* is limited to low density uses and which may include institutional, and farm related commercial and industrial uses which serve the surrounding agricultural area. *Development* within a *Rural Settlement* will be serviced by individual water supply and *sustainable private services*.~~ communities located in *rural areas, as* delineated on Schedule A1 ~~B of the Niagara Official Plan~~, that are serviced by individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for development, and are to accommodate limited growth. All settlement areas that are identified as hamlets in the Greenbelt Plan, or as minor urban centres in the Niagara Escarpment Plan are considered rural settlements for the purposes of this Plan, including those that would not otherwise meet this definition.

"Secondary uses" means uses secondary to the principal use, including, but not limited to, home ~~occupations~~based business, home industries, and uses that produce value added agricultural products from farm operations.

"***Seepage areas and springs" means*** the sites of emergence of groundwater where the water table is present at the ground surface.

"***Sense of place"*** means the emotional attachments, meanings and identities people develop or experience in particular locations and environments. It is also used to describe the distinctiveness or unique character of a place.

"Sensitive" means sensitive as defined in the Provincial Planning ~~olicy~~ Statement.

"Sensitive land uses" means sensitive land uses as defined in the Provincial Planning ~~olicy~~ Statement.

"Setback" a physical separation that forms a boundary by establishing an exact distance from a fixed point, such as a property line, an adjacent structure, or a natural feature, within which development and/or site alteration is prohibited in accordance with the policies of the Niagara Peninsula Conservation Authority.

"Settlement areas" means settlement areas as defined in the Provincial Planning ~~olicy~~ Statement.

"Sewage and water services" means sewage and water services as defined in the Provincial Planning ~~olicy~~ Statement.

"Shoreline Protection" shall include engineered, erosion control works in accordance with the requirements of the Ministry of Natural Resources.

"***Shoreline areas"*** means the interface between terrestrial and aquatic environments, allowing for interactions between them, providing specialized habitats (e.g., natural beach, overhanging cover, bird stopover or nesting, etc.), natural cover, areas of shoreline erosion or accretion, nutrient and sediment filtration/buffering, shading, foraging opportunities.

"Significant" means significant as defined in the Provincial Planning ~~olicy~~ Statement.

"Site alteration" means site alteration as defined in the Provincial Planning ~~olicy~~ Statement.

~~"***Soil management plan"*** means a plan completed by a professional engineer or geoscientists that outlines the condition of soil at a source site where soil is excavated.~~

~~"***Source water"*** means water in its natural or raw state, prior to being drawn into a municipal drinking water system (Source Protection Plan for the Niagara Source Protection Area).~~

"***Special policy area"*** means an area within a community that has historically existed in the floodplain and where site specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and addresses the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the floodplain.

~~***"Special needs"*** means special needs as defined in the Provincial Policy Statement.~~ ~~***"Specialized housing needs"*** means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples include, but are not limited to, long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.~~

"Specialty crop area ~~agricultural~~" means sSpecialty crop area~~s~~ as defined in the Provincial Planning ~~Policy~~ Statement.

"Standards and g~~G~~uidelines for c~~C~~onsulting a~~A~~rchaeologists" means the long-range plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development within a settlement area. Stormwater master plans are informed by watershed planning and are completed in accordance with the environmental assessment processes under the Environmental Assessment Act, 1990, as amended

"Stormwater m~~M~~aster p~~P~~lan" means a long-range plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development within a settlement area. Stormwater master plans are informed by watershed planning and are completed in accordance with the environmental assessment processes under the Environmental Assessment Act, 1990, as amended

"Strategic growth area" means strategic growth areas as defined in the Provincial Planning Statement ~~Growth Plan and is identified in the Regional Official Plan.~~

"Subwatershed" means an area that is drained by a tributary or some defined portion of a stream. A subwatershed is smaller nested drainage area within a quaternary watershed. There are over 200 subwatersheds in Niagara Region.

"Subwatershed pPlanning" means Planning that reflects and refines the goals, objectives, targets, and assessments of watershed planning, as available at the time subwatershed planning is completed, for smaller drainage areas, is tailored to subwatershed needs and addresses local issues.

> Subwatershed planning typically includes: the consideration of existing development and
> the evaluation of the impacts of any potential or proposed land uses and development; the identification hydrologic features, areas, linkages, and functions; the identification of natural features, areas, and related hydrologic functions; and a plan for protecting, improving, or restoring the quality and quantity of water within a subwatershed.
>
> Subwatershed planning is based on pre-development monitoring and evaluation; is integrated with natural heritage protection; and identifies specific criteria, objectives, actions, thresholds, targets, and best management practices for development, for water
> and wastewater servicing, for stormwater management, for managing and minimizing impacts related to severe weather events, and to support ecological needs.

"Subwatershed sStudy" means the plan or outcome from a subwatershed planning exercise.

"Supporting fFeatures and Aareas" means Lands that have been restored or have the potential of being restored. Supporting features and areas include grasslands, meadows, and thickets (defined in accordance with Ecological Land Classification for Southern Ontario); other valleylands; and other *wildlife habitat*; and enhancement areas where they are determined to contribute to the biodiversity and ecological function of the natural environment system.

"Surface wWater fFeature" means surface water feature as defined in the Provincial Planning ~~olicy~~ Statement.

"Sustainable" means meeting the needs of the present without compromising the ability of future generations to meet their own needs.

"Sustainable dDesign" means the design of the urban environment that mitigates and adapts to climate change and reduces or eliminates other negative environmental impacts.

"Sustainable private services" means a sewage disposal system, other than a holding tank, that is designed and constructed in accordance with the **Ontario Building Code Act**, and/or applicable Provincial requirements, and a water supply system designed and constructed in accordance with the Ministry of the Environment and Climate Change Guidelines or other guidelines approved by the Town, that are located on the same property as the buildings to which the sewage disposal system and water supply provide service.

"Tertiary wWatershed" means a watershed that discharges into a large water body. There are three tertiary watersheds in Niagara, Lake Ontario, Lake Erie and Niagara River.

"Total dDevelopable aArea" means the total area of a property less the area occupied by key natural heritage features, key hydrologic features and any related vegetation protection zone.

"Threatened species" means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time. ~~threatened species as defined in the Provincial Policy Statement.~~

"Transit- sSupportive" means transit supportive as defined in the ~~Regional Official Plan~~. Provincial Planning Statement.

~~***"Transportation Corridor"*** means transportation priority corridor as defined in the Regional Official Plan.~~

"Transportation dDemand mManagement" means transportation demand management as defined in the Provincial Planning Statement.

"Transportation sSystem" means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. ~~transportation system as defined in the Regional Official Plan.~~

"Two zZone cConcept" means an approach to floodplain management where the floodplain is differentiated in two parts: the *floodway* and the *flood fringe*.

"Urban aArea bBoundary" means a boundary delineated on Schedule 'A' to this Plan and as contained in the Regional Official Plan and which defines the urban areas within the Town that are primarily reserved for urban development on full municipal services and generally include residential, commercial and industrial development among other uses.

"Utility" means any system works, plant, pipeline, or equipment providing a service necessary to the public interest including but not limited to electric power generation and transmission, stormwater management, water supply, sewage treatment and disposal, waste management, communications and telecommunications, and oil and gas pipelines and associated facilities.

"Value added uses" mean uses that generally occur on-farm which add value to agricultural products and their sale and distribution and are intended to promote and sustain the viability of farming operations. Such uses are generally considered agriculture related uses and are required to be small scale and related to the farm activity. Value Added –Uses may be grouped into three major components: Support Uses, Production Uses and Marketing Uses:

- ***Production uses:*** mean value added farm related uses that include processing of agricultural products (including wineries, canneries, bakeries, cheese factories and similar uses); and distribution and warehousing of agricultural products.

- ***Marketing uses:*** mean value added farm related uses that include a variety of methods of increasing the sales of raw or finished farm products. Such uses may include road side produce stands and other retail facilities for the sale of products, pick your own facilities, *agri-tourism use* (such as farm mazes, special events facilities (e.g. farm weddings) and educational facilities) and "experiential uses" (such as "working farm vacations" or culinary schools).
- ***Support uses:*** mean uses that support day to day farm operation and may include machinery repairs, seed suppliers, and other uses not more appropriately accommodated in *settlement areas*. Support uses are intended to primarily serve the farm operation and surrounding local farm operations and are intended to remain secondary to the principal farm operation.

"Value rRetention uUses" means uses occurring on-farm that are considered integral to an agricultural operation and integral to retaining the value of raw agricultural products. They are divided into uses that support agricultural production including research and maintenance and management of equipment and uses required to get raw agricultural produce ready for market including washing, sorting, drying, packing, packaging and similar uses.

"Valleylands" means valleylands as defined in the Provincial Planning ~~olicy~~ Statement.

"Vegetation protection zone" means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.

"Vulnerable" means vulnerable as defined in the Provincial Planning ~~olicy~~ Statement.

"Waste management system" means waste management system as defined in the Provincial Planning Statement.~~means site and facilities to accommodate solid waste from one or more municipalities and includes compost facilities, landfill sites, recycling facilities, transfer stations, processing sites, hazardous waste depots and the storage or processing of treated solid material that is leftover from the municipal wastewater treatment process.~~

"Wastewater sServices" means any works provided by the Town for the collection, lateral connection, transmission and treatment of sewage that are connected to a centralized wastewater treatment facility.

"Watershed" means watershed as defined in the Provincial Planning ~~olicy~~ Statement.

"***Watershed pPlanning***" means watershed planning as defined in the Provincial Planning Statement.

'Watershed pPlan" means the plan or outcome from a Watershed Planning exercise either at the tertiary or quaternary level

"Watercourse" means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

"*Water resource systems*" means water resource systems as defined in the Provincial Planning Statement.

"Water tTreatment Plant/fFacility" means the part of a sewage works that treats or disposes of sewage but does not include the part of the sewage works that collects or transmits sewage

"Wayside pits and quarries" means wayside pits and quarries as defined in the Provincial Planning olicy Statement.

"Wetlands" means wetlands as defined in the Provincial Planning olicy Statement.

"Wildlife habitat" means wildlife habitat as defined in the Provincial Planning olicy Statement.

"Woodlands" means woodlands as defined in the Regional Official Plan Provincial Planning Statement.

"Woodland eEnhancement pPlan" means a study that is carried out when a proponent proposed to remove a woodland or portion of a woodland, including cultural and regenerating woodlands where the purpose of the woodland enhancement is to increase woodland cover in the region as part of a longer-term perspective. The woodland enhancement plan must be prepared to the satisfaction of the Town, in consultation with other agencies as the Town sees fit. As part of the requirement for a woodland enhancement plan, the following should be taken into consideration:

- If the removal occurs within the Urban Area that the enhancement also be provided in the Urban Area
- That the enhancement be in the form of a woodland and not just the planting of individual trees, i.e., street planting or ornamental tree planting in a park setting is not considered woodland enhancement;
- The goal of the woodland enhancement is to create a native woodland of equal or greater size;
- Landscape ecology principles including size, patch shape, connectivity, edge to area ratio should be considered;
- Responsibilities will be determined for who will undertake the restoration of the woodland and the schedule for implementing the plan;
- The woodland enhancement plan includes a project for the long-term maintenance and management of the restoration woodland until such time as it is deemed to be self-sufficient or when a public agency assumes responsibility for it; and
- The plan includes a monitoring plan and periodic reporting to determine if the woodland is progressing toward the approved goal(s) and objectives of the plan.

~~***"Urban Area Boundary"*** means a boundary delineated on Schedule 'A' to this Plan and as contained in the Regional Official Plan and which defines the urban areas within the Town that are primarily reserved for urban *development* on full municipal services and generally include residential, commercial and industrial *development* among other uses.~~