

An aerial photograph of a coastal area, likely in Louisiana, showing a mix of green fields, some buildings, and a body of water. A prominent red-shaded area follows the coastline, indicating a specific zone of interest for the plan. The text is overlaid on a semi-transparent grey band across the middle of the image.

Prudhommes SECONDARY PLAN

Town of Lincoln

DRAFT

October 2017

Prudhommes Secondary Plan

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Prudhommes Secondary Plan

1.0 INTRODUCTION

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.

1.2 LOCATION

- a) The Secondary Plan Area encompasses a total area of approximately 50 hectares (124 acres), with approximately 3 kilometres of Lake Ontario Shoreline. This area includes the best views from the QEW out to Lake Ontario and inland up Jordan Harbour.
- b) 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 Jordan Road interchange, in the Town of Lincoln.
- c) This Secondary Plan applies to the lands within the Secondary Plan Area as identified on Schedules 'A', 'B', 'C', 'D', 'E1', 'E2', 'E3', and 'E4' to this Secondary Plan.

1.3 INTERPRETATION

- a) This Secondary Plan Area shall be developed in accordance with the policies of this Secondary Plan, in conjunction with the applicable policies of 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. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained, to the satisfaction of the Town.
- c) The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, the Lake Ontario shoreline, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the Town, minor boundary adjustments will not require an Amendment to this Secondary Plan.
- d) The following text and maps, identified as Schedule 'A' - Land Use, Schedule 'B' – Building Height, Schedule 'C' – Urban Design Features, Schedule 'D' – Active

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Transportation, and Schedules 'E1', 'E2', 'E3', and 'E4' – Constraints, attached hereto, constitute the Prudhommes Secondary Plan as established and adopted by Amendment No. XX to the Town of Lincoln Official Plan.

- e) In addition, the Demonstration Plan (Appendix A) provides the foundation for the development of the Prudhommes Secondary Plan Area. All development within the Prudhommes Secondary Plan Area shall be consistent with the Demonstration Plan.

2.0 VISION AND OBJECTIVES

2.1 VISION STATEMENT FOR PRUDHOMMES

- a) 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 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 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 waterfront;
- 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 Natural Heritage System, 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 of the site, adjacent to Victoria Shores and other existing residential uses, with a distinct transition in height 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 Natural Heritage System and the community. Continuous public access along the waterfront shall be provided and will incorporate key connecting links to the planned road system; and,

- vi. A multi-modal, active transportation network that promotes walking and cycling. The road network will be highly interconnected network that promotes ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles. The road network will provide views to Lake Ontario. Streetscape design will establish a comfortable pedestrian environment.

2.2 OBJECTIVES FOR ACHIEVING A SUCCESSFUL COMMUNITY

- a) Fundamental to the achieving the Vision Statement are a number of objectives that are intended to provide the framework for achieving a successful community. These objectives are organized 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 including educational and recreational facilities, 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 density built forms and higher intensity land uses as a way of reducing land consumption, and maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher density 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 heritage features and views 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 entered. 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 roads and streetscapes. Roads need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining the road edge, animating the road 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 Natural Heritage System are beautiful, accessible and are linked. Parks and open spaces need to be visible and accessible from, and integrated with the road system, 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 scale and a diversity of style as it may be defined through building materials, colour and architectural details. Views into the community from the QEW, and the destination nature of the site, present unique opportunities for raising the bar of urban design so as to showcase a high quality destination that 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 wellbeing are the necessary components of public health. The built environment should be designed to create opportunities to 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 that encourages daily physical activity and a lessening of 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 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 aging population.

Sustainability Objectives

- e) A sustainable community is 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 the 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 demands 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 the reliance on the automobile as the primary mode of transportation and promotes active transportation.

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. Access to power, food, water and health care is ensured, while emergency services are equipped to operate and provide assistance in all conditions. Objectives are:
 - i. To ensure access to power, food, water, and health care services during and immediately following a disaster event; and,
 - ii. To establish health care and emergency services within the community, and to ensure that they are adequately equipped to operate and 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 market place, and that the Plan has the flexibility to respond to and encourage positive changes in the market place 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.

3.0 GROWTH MANAGEMENT

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 comprehensive Natural Heritage System, and that system is further augmented by two key elements of public open space. 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 'A' – Land Use, identifies a range and mix of land uses that are appropriate for the Area, and are compatible with existing development. The following primary components of the planned community structure of this Secondary Plan include:
 - i. Natural Heritage System;
 - ii. Open Space;
 - iii. Low-Rise Residential;
 - iv. Mid-Rise Residential;
 - v. High-Rise Residential;
 - vi. Main Street Mixed Use;
 - vii. Mixed Use;
 - viii. Commercial/Mixed Use
 - ix. Employment; and,
 - x. Marina.
- c) Schedule 'B' – 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. Schedule 'C' – Urban Design Features identifies gateways, destinations and landmarks that correspond with the land use pattern and building height structure previously identified.

3.2 PHASING STRATEGY

- a) Overall, this Secondary Plan Area is expected to accommodate substantial new development over the next 20 years. It is estimated that between approximately 2,500 and 6,150 new residents and 1,200 to 2,500 new employees may be accommodated within the Secondary Plan Area on full build out of lands outside

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of the existing Victoria Shores subdivision, 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 95 and 220 persons and jobs combined per hectare.

- b) The Town and Region shall carefully monitor residential growth within the Prudhommes Secondary Plan Area. 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 rezoning and/or Site Plan approvals, in this regard include:
- The integration of new development within the planned community structure of this Secondary Plan, resulting in a more contiguous, connected, and compact urban form;
 - The provision of adequate municipal services (water, sanitary, storm water) 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 road network, including the interchanges with the QEW;
 - The securement of the Natural Heritage System and the dedication of the designated Open Space lands into public ownership; and,
 - The provision and adequacy of educational and social services, recreational facilities and other community services.
- ii. If one or more of these factors cannot be addressed to the satisfaction of the Town, in consultation with the Region, the processing and/or approval of development applications may be held in abeyance, or deferred, until an appropriate service level or facilities can be provided.
- c) Comprehensive development within the Secondary Plan Area is subject to the resolution of existing development constraints, as identified on Schedules 'E1', 'E2', 'E3', and 'E4' - Constraints. No development shall occur within the Secondary Plan Area 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 applicable policies of this Secondary Plan, and the applicable policies of the Official Plan. Not all of the identified development constraints are applicable to every land parcel within the Secondary Plan Area.

4.0 GENERAL POLICIES FOR SUSTAINABILITY AND SAFETY

4.1 GREEN BUILDINGS

- a) The following Green Building policies are not mandatory requirements of this Plan. It is anticipated, however, that the implementation of these policies will be linked to local, Regional, and potentially Provincial incentive programs that are, or may be available.
- b) For all buildings with GFA of 1000 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 exceeds 5% of the building Ground Floor Area, meet the requirements of LEED v4 Credit Outdoor Water Use Reduction (50% reduction in irrigation water); and,

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- Ensure that the maximum allowable annual runoff volume for the development site does not exceed the runoff under predevelopment conditions.
- iv. For Waste:
- Divert 75% of all construction waste away from landfill sites; and,
 - Provide tri-sorting facilities for waste.
- c) For all buildings with GFA of less than 1000 square metres or less 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, 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.
- d) 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:
 - Building orientation to maximize potential for passive and active solar energy;
 - 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 in the natural hydrological cycle by installing permeable driveway and parking lot surfaces.

4.2 AODA

- a) New buildings 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*.

4.3 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 view from one end of the 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'.

4.4 THE URBAN FOREST

- a) The urban forest, which includes trees and shrubs on public and private lands, provides ecological services that support natural area functions and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the community to provide shading for a least 50% of sidewalks, parks and open spaces and other publicly accessible areas. In addition, this community shall be planned to achieve a mature forest cover of 30% of the total land area. To this end, the Town shall:
 - i. Implement a Tree Protection By-law, 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 be of a species native to this region and that would provide a large canopy and shade over sidewalks, parks, and open spaces.

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 (i.e. community kitchens, food co-ops, community food centres);
 - iv. Food-related home occupations/industries;
 - v. Small and medium scaled food retailers; and,
 - vi. Local market space (i.e. a farmer's market).

4.6 SUSTAINABILITY CERTIFICATION

- a) Design, construction, and monitoring within Prudhommes shall be evaluated in accordance with the EcoDistricts rating system, WELL Building Standard, and Active Design Guidelines (Center for Active Design).
- b) Design, restoration, and operation of the water's edge (the Natural Heritage System, waterfront parks, and waterfront promenade) shall 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 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 the Secondary Plan shall be created and implemented in a collaborative mission between the Town, Region, and applicable developers and landowners.

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5.0 DESIGN POLICIES

All development within the Secondary Plan Area shall also be consistent with the design policies of this section. Adjustments and further refinements to the design policies are anticipated and shall not require an Amendment to this Plan, provided that the intent and general design approach inherent to the design policies are achieved, to the satisfaction of the Town and Region.

5.1 DESIGN GUIDELINES FOR THE PUBLIC REALM

- a) The public realm is designed to enhance public life and provide Prudhommes with vibrant and enlivened places. The following guidelines provide a general design framework for the major components of the Prudhommes public realm with an emphasis on the pedestrian experience within the community.
 - i. Public-use activity areas such as retail/commercial and office uses within a building shall be located at-grade and oriented to the public street.
 - ii. Ample clear fenestration facing public areas (e.g. streets, parks, walkways, plazas, waterfront open space) shall be provided to promote a visually active facade and provide passive surveillance.
 - iii. To promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design).
 - iv. Adjacent to public-use activity areas and primary streetscapes, main-floor spaces should provide closely-spaced pedestrian destinations, doorways and articulated facades and detailing.
 - v. Provide a consistent and complementary level of pedestrian-scaled streetscape design including such elements as decorative and conventional paving, landscaping, lighting and signage.
 - vi. Create vibrancy in the streetscapes by providing space for patios and sidewalk retail.
 - vii. Private spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public streets to act as an interface between private and public realms and enliven the public realm.
 - viii. Lighting shall be required to improve energy efficiency, urban lighting, dependability and maintenance. A cohesive light plan shall be developed to ensure the quality of light produced, and type of light sources used on the exterior of buildings, signs, parking areas, pedestrian walkways, and

other areas of a site, are compatible with, and appropriate to the overall design and use of the site.

- ix. Lighting design will address the safety and security objectives of CPTED, particularly along the perimeter of and within parks, waterfront areas, the North Service Road trail and off-street trail entrances. Building entrances, and pedestrian areas shall be lit with pedestrian-scale lighting. Lighting shall be designed to avoid glare, and light being cast off site or into the sky.
- x. Avoid the location of building service areas, mechanical equipment and/or ventilation systems in pedestrian areas to ensure that they don't impact the functionality of pedestrian access.

5.2 DESIGN GUIDELINES FOR THE ROAD NETWORK

- a) Building on the principle of creating a compact and connected community, alternative design standards for road design are encouraged for the Prudhommes Secondary Plan Area. These design standards reflect the efficient use of land, support a pedestrian-scaled environment, and accommodate community design and servicing features such as bioswales and multi-use trails. The proposed right-of-way narrowing reduces the amount of asphalt street surface while increasing the width of landscaped boulevards and pedestrian space, using a complete streets design/engineering perspective. The following guidelines will apply to roads in the community:
 - i. Vehicular travel lanes should be minimized, yet allow for transit and emergency services circulation. Pedestrian spaces and landscaped boulevards should be maximized to support active transportation initiatives in the community.
 - ii. Direct access of driveways from front-loaded garages on grade-related residential dwellings shall not be permitted along the Waterfront Promenade, Main Street, or fronting parks and Collector Roads. Access to individual lots should only occur from local roads.
 - iii. The Waterfront Promenade, Main Street, and Collector Roads should be designed to accommodate the provision of future transit services.
 - iv. Buildings that abut the North Service Road shall present a façade with architectural detailing and a landscape buffer that addresses this frontage.
 - v. Lighting of the road system, 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,

providing full cut off, or cut off, light fixtures; and be designed and located to prevent light from leaving the site.

5.2.1 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 Main Street, the Waterfront Promenade and the western Collector Road. Being a “window” into the community and providing terminating views to the waterfront at access points into the community, the North Service Road will require an upgraded boulevard edge. The viewsheds from the QEW to Lake Ontario are to be preserved or enhanced, wherever possible.
- b) The deep buffer and upgraded boulevard proposed along this edge, 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 Prudhommes.
- c) Buildings that abut the North Service Road shall present a façade with architectural detailing and a landscape buffer that addresses this frontage.

5.2.2 Collector Roads

- a) The Collector Roads in Prudhommes provide important connections between the North Service Road and the Waterfront Promenade and Main Street. They define the community structure, support active transportation initiatives, and connect special destination areas.
- b) Collector Roads are suitable locations for higher density grade-related residential (townhouse and live-work units) as well as low-rise apartments and for community park space. In addition, Collector Roads can provide internal access points to parking and servicing areas for commercial and employment areas along the North Service Road. Collector Roads should be designed to accommodate future transit service.
- c) Collector Roads will have a right-of-way width of 21.0m. The Collector Roads will be designed in accordance with the policies of this Secondary Plan.

5.2.3 Local Roads

- a) Local Roads provide direct and local access to the Waterfront Promenade, Collector Roads and to the adjacent residential community of Victoria Shores. These roads will be predominantly composed of grade-related residential dwellings (e.g. detached, semi-detached and townhouses) and will include pedestrian and cycling amenities as appropriate.

- b) The roadway width will be minimized to slow traffic and enhance walkability, but will still include space for parking on one side of the road. Boulevards will emphasize pedestrian circulation through a combination of street trees and limiting direct access from front facing garages to only 50% of local road lots/dwellings.

5.2.4 Waterfront Promenade

- a) The Waterfront Promenade will serve as the most significant road within Prudhommes. Besides being connected to the main entry points into Prudhommes through the Collector Roads, the majority of roads in the community will terminate at the Waterfront Promenade.
- b) This important road serves as the transition between Prudhommes' urban built form and its waterfront destination, maximum consideration needs to be given to how pedestrians shall cross.
- c) The Waterfront Promenade will integrate sustainable stormwater management initiatives in the form of a bioswale. Running parallel and to the north of the Waterfront Promenade, this 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.
- d) Combined with the Main Street plaza, this road will be part of the focal area in the western portion of Prudhommes and a destination both locally and regionally.

5.2.5 Main Street

- a) The Main Street serves as the formal entry into the community and to the destination points of the central plaza and the waterfront park. As the Main Street meets the central plaza, it converts to a hardscaped pedestrian plaza that allows for access by vehicles, but is envisioned to serve as a pedestrian "village" square.
- 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 plaza.
- c) The Main Street leads residents and visitors towards the waterfront and unfolds the views and vistas to the waterfront as they head northward.
- d) The Main Street shall have high quality landscaping, street furniture, and features to denote its importance within the community.

5.2.6 Lanes

- a) Lanes provide vehicular access to garages or parking facilities for grade-related low-rise, mid-rise, and high-rise residential, and mixed use buildings. In Prudhommes, lanes are planned to be located at the rear of properties.

5.3 DESIGN GUIDELINES FOR THE GREENLANDS SYSTEM

The parks, open spaces, and the waterfront edge are major focal areas in Prudhommes and are significant aesthetic organizing features for the community. These green spaces are distributed throughout the community and are in close proximity to each other. This results in a linked network that ensures amenity spaces are typically within 200 metres or a 2 to 3 minute walk of any residence in the community.

5.3.1 Natural Heritage System

- a) The Natural Heritage System (NHS) 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/Jordan Harbour Tourist Area.
- b) The following guidelines shall be implemented, as appropriate, to assist in the integration of the Natural Heritage System within the community:
 - i. The NHS within Prudhommes shall be protected and integrated into the community open space and trail system where possible.
 - ii. The NHS should be physically and visually accessible from the adjacent streets. Street and block patterns should be designed in a manner that is responsive to the natural areas and allow for access and view opportunities, enhancing and preserving existing viewsheds.
 - iii. Where appropriate, the NHS should be linked to the waterfront park and other green open spaces through the off-street trail system.
 - iv. Residences in Prudhommes shall be oriented to face the NHS in order to provide a positive interface with these areas and passive surveillance.
 - v. Any planting occurring in the NHS shall include landscaping and non-invasive, drought-tolerant native planting that integrates with, complements and supports the adjacent natural heritage features in a naturalized, self-sustaining manner.

5.3.2 Lake Ontario Shoreline and NHS Enhancement Area

- a) The most significant organizing feature in the Prudhommes community is the waterfront edge. This open space area must be treated carefully to complement and protect the natural heritage system, ensure full public access, and maintain and protect views and vistas to the lake.
- b) Connections between the Waterfront Promenade edge and the beaches along the water's edge shall be provided through the restoration area.
- c) Landscaping proposed for the NHS or Enhancement Area will consider impact to views from the Prudhommes community and the Waterfront Promenade.
- d) Planting in either the NHS or Enhancement Area should include landscaping and noninvasive, drought tolerant native planting that integrates with, complements and supports the adjacent natural heritage features in a naturalized, self-sustaining manner.

5.3.3 Conservation Easement (Swale Adjacent to Victoria Shores)

- a) 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 and eventually dedicated to the Town.
 - i. A harmonized width of 18.0 metres shall support the restoration or enhancement of ecological integrity along this corridor.
 - ii. The feature is proposed to remain in a natural, self-sustaining state (with maintenance access provided), to serve multiple functions: as a buffer and transition between existing development and future development, as animal habitat, and as a watercourse and water quality enhancement feature.
 - iii. Channelization may be allowed if supported through an EIS.

5.3.4 Central Park

- a) At the heart of the waterfront, a Central Park will connect the central plaza and its activities with the waterfront. This space will flow seamlessly from the central plaza, across the Waterfront Promenade and toward the natural heritage system and water's edge.
- b) At the park's edge, features should be smaller in scale, flexible and provide visual and recreational interest. The centre of the space should be used for active play

and sport, with the north edge aligned toward quieter recreation, walking, hiking and passive recreation as it approaches the natural areas.

- c) The Central Park should be a cohesive whole, and scaled to encompass a variety of community activities, including as a gathering/event space, and for passive and active recreation.
- d) A Central Park will create significant urban design benefits, acting as an extension of citizens and residents outdoor living spaces, and welcoming visitors to the waterfront area.

5.3.5 Community Central Plaza

- a) The Central Park and Plaza together form the heart of the community. Flanked on both sides by vibrant retail destinations, the Central Plaza connects 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 Plaza forms a visual anchor, celebrating the entry experience, and creates a new resident and tourist destination along the waterfront.
- b) High quality hardscape treatments, lighting, finishes and site furnishings should be used to create visual interest and a welcoming atmosphere.
- c) Restaurant patios, seating areas, sidewalk retail, and interactive spaces for users of all ages will ensure a high level of activity to draw people to the space.
- d) On the north side, a seamless plaza connection across the Waterfront Promenade into the Central Park will create a visible destination and overlook to the natural area and shoreline. A vertical element or public art should be incorporated to provide an anchor to the north-south visual axis. Flexible bollards can open or restrict the space to vehicles as desired.

5.3.6 Prudhommes East Park

- a) Prudhommes East Park is a linear, waterfront open space feature serving the adjacent medium to high density residential areas of the east portion of Prudhommes. This park will accommodate passive recreation, with trails, naturalized planting areas and open lawn spaces for a variety of activities. The adjacent waterfront trail connects the publicly accessible waterfront open space network across the east and west portions of the Prudhommes community. This park should serve as a landscape buffer between North Service Road and the shore of Lake Ontario, framing open views to the lake.

5.3.7 Pocket Parks

- a) The following policies apply to Pocket Parks, in addition to the policies for all Park Spaces:
- i. Pocket Parks are small scaled components of the Pedestrian Realm Network. 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 1 public street;
 - require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate;
 - be primarily hard surfaced, with limited soft surface elements and water features; 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.

5.3.8 Marina District

- a) The Marina District is planned to provide further enhancement to the existing marina and assist in realizing its full potential as a community amenity. Enhancing the Marina District with plazas shops, hotels, and restaurants, oriented to support and enhance the marina, will make the district a destination. The Marina District provides a variety of boating and water sport access, as well as spectacular views.
- b) The new configuration should connect the marina to the off-road trail network, enhancing access opportunities from the community, and highlighting the viewshed of the waterfront, shoreline and Toronto skyline.
- c) The Marina District design should include public waterfront access along its perimeter, with a central gathering space for events with views of the water.
- d) The pedestrian realm should be designed to encourage pop-up retail, waterfront patios and public art, and provide for seasonal events.

5.3.9 North Service Road Landscape Buffer

- a) The North Service Road is a key connecting road between the east and west segments of the community and the surrounding region. It will be enhanced through the incorporation of a multi-use trail with a generous landscape buffer, to provide a pedestrian-friendly edge and mitigate the visual impact of the QEW.
- b) The landscape buffer will run along the north side of the street, creating a landscaped frontage for the adjacent development.
- c) Where the road abuts developed areas, the landscape buffer may consist of street trees in a formal arrangement. Where adjacent to natural areas, edge planting can transition to native vegetation.
- d) The landscape 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 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.

5.4 DESIGN GUIDELINES FOR THE PRIVATE REALM

- a) The private realm within the Prudhommes Secondary Plan is comprised of a variety of built forms and, private spaces, in relationship to the 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 build upon the design principles established for the Prudhommes plan by:
 - i. Encouraging harmonious, attractive streetscapes through attention to architectural quality of the building facade and at-grade relationship of buildings to the public realm;
 - ii. Creating a high standard of architectural detail and design excellence that enhances the overall character and uniqueness of the community;
 - iii. Encouraging a range and mix of housing forms, a diversity of scale, and lot type variety to respond to a broad set of resident needs;
 - iv. Supporting sustainable community design through individual building design and lot layout;
 - v. Promoting safe, pedestrian friendly and visually animated streets; and,

- vi. Reducing and mitigating the visual prominence of garages and utilities within the residential landscape.

5.4.1 Development Blocks and Lots

- a) Development will be accommodated on a modified street grid — including the Waterfront Promenade, Main Street, the North Service Road, Collector Roads, Local Roads and Lanes — and associated urban plazas, public parks, and open spaces, to establish development blocks that achieve an efficient pattern and provide visual interest and diversity;
- b) The block and road network, along with building siting, shall provide for vistas and viewsheds to Lake Ontario, the Niagara escarpment, parks, open spaces, and natural heritage features. This will include the provision of a single-loaded Waterfront Promenade and a Main Street that terminates at the waterfront park and plaza;
- c) Where possible, development block design should maximize solar gains through street design, building orientation and layout, to maximize potential for passive and active solar energy;
- d) Reverse frontage shall not be permitted for development within Prudhommes. Where conditions exist that would require reverse frontage (e.g. to deal with difficult grading conditions) it shall be reviewed by and meet the requirements of the Town; and,
- 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 to sites.

5.4.2 Built Form

The guidelines for building design and architecture are intended to describe both specific and broad requirements to direct the design of buildings so that they will create positive and supportive relationships between them and the public realm. The overall goal is high-quality design that has evolved from the local context and culture to create livable, functional, safe, and attractive environments. The following shall be encouraged for development in Prudhommes:

- a) A full range of building types and tenures should be provided to make a variety of housing options available to the community.
- b) Buildings shall be designed for an urban context directing their primary facades to the street to create window streets. Rather than being simply pushed closer together, as in many suburban developments, buildings must be designed for close

siting which facilitates street activity and active transportation, with views directed to the street and public spaces not towards parking areas and neighbouring sites.

- c) More prominent building massing and articulation should be provided at corners and especially at the gateway entrances to the community from North Service Road. This added treatment highlights the significance of these intersections and frame views and vistas to the Lake and of 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 and massing.
- e) Architectural styles of individual units and blocks should be sensitive to and complement each other. The various architectural forms within the community should 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 its architectural style be designed to 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 will be employed to create a distinctive character for streetscapes in the community.
- g) Adjacent to the Central Plaza, buildings will frame the public space and create a pedestrian scale at the street level. In relation to the surrounding built form, building height should provide prominence and a sense of enclosure for the plaza and its intended uses.
- h) Visibility, light and openness shall be considered in design. Physical features and activities shall be oriented and designed in ways that maximize the ability to see throughout the site. This includes attention to such things as: the placement of windows to provide visual access to areas of the site and create window streets; location of walkways, entrances, landscape materials, and site features to avoid areas for hiding; appropriate lighting that does not produce glare; avoiding excessive lighting in areas that in turn create darkened spaces in others; and wayfinding cues that make a site easily understood and navigable.
- i) Where parking cannot be provided within structures, or below grade for mixed-use residences, surface parking areas shall be located to the rear or the interior side yard for commercial and employment blocks on North Service Road. Appropriate landscaping and screening measures shall be provided to mitigate their visual impact on public views.

- j) Primary building entrances shall be clearly visible, located on a public street or public open spaces, be direct, and should be accessible to people of all ages and abilities.

5.4.3 Buildings Relationship to Roads and Open Spaces

- a) Buildings will be aligned parallel to a public road with siting and massing that provides a consistent building relationship, and frame public roads.
- b) Buildings and site arrangement should be developed within an urban context, where buildings relate outwardly towards the road.
- c) Buildings at corner sites will be sited and massed to address the intersection and adjoining public roads.
- 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.
- e) Development should coordinate all streetscape elements and utilities located within the street right-of-way, to ensure there are no conflicts between buildings, driveway, walkway or other site plan components.
- f) Street-facing garages should be avoided where possible, and designed to be in line with, or recessed behind the main facade.
- g) Dwellings facing parks, pocket parks, open spaces, Collector Roads, the Waterfront Promenade, or Main Street shall not have street-facing, front facing garages. These dwellings should have front porches large enough to accommodate seating.
- h) Projections into the 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.

5.4.4 Built Form Transition and Massing Within the Streetscape

- a) Building siting and arrangement within the street block 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). 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:

- b) The massing of buildings should transition from greater to lower mass and height by incorporating techniques such as stepbacks of upper storeys, or by providing gaps between different building masses using elements such as pocket parks, plazas, parking areas, or streets.
- c) Building height should be lower adjacent to the existing neighbourhood of Victoria Shores and should gradually increase toward the centre and east part of site. Taller buildings will include a podium, middle, and top which are visually balanced.
- d) Buildings adjacent or opposite one another shall be compatible in massing and height. Extreme variation in massing shall be avoided. For example:
 - i. Where buildings that exceed the 3 to 3.5 storey grade-related building they shall provide stepbacks (at 3.0m or at a 45 degree plane) of additional storeys to provide for appropriate transition;
 - 3-storey dwellings shall not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings and where sited next to 2 storey dwellings they shall comprise groupings of at least 2 adjacent units;
 - Where bungalows or raised bungalows are sited amongst 2-storey dwellings they shall be comprised of groupings of at least 2 adjacent units;
 - 2-storey dwellings sited amongst bungalows or 3 storey dwellings are encouraged to comprise groupings of at least 2 adjacent units; and,
 - 3-storey dwellings where sited amongst 2 storey dwellings are encouraged to comprise groupings of at least 2 adjacent units to provide a more sensitive massing transition.
- e) Bungalow style buildings shall not be permitted at corner lots within the community.

5.4.5 Built Form and Massing Adjacent to Waterfront Central Park and Plaza

- a) Buildings located at this key location within the community must provide for massing that encourages pedestrian activity, defines the plaza space, addresses the Waterfront Central Park and frames views to Lake Ontario.
- b) Buildings facing onto the plaza shall have a continuous podium height of 3 storeys with a successive stepback of 3.0m from the 4th to 6th storey to provide pedestrian scale and natural light penetration into the plaza.

- c) The corner of the building facing the plaza and waterfront will include additional height and articulated massing with up to 4 additional storeys. This will not only provide a framed view of the waterfront from Main Street and the plaza but will also visually denote this focus area within Prudhommes.
- d) Built form massing at grade should include architectural treatments/features along with uses and programming that encourages gathering and lingering within the plaza and along the building elevations facing the Waterfront Promenade edge.
- e) Stepped storeys on built form will encourage the provision of private outdoor space for residential units and visually link residents with the plaza and waterfront park activities. It will also allow for passive surveillance of these community spaces.
- f) The main floor facing the waterfront and plaza area will have an articulated facade with narrow storefronts, frequent entrances and space for patios and sidewalk detail displays.

5.4.6 Built Form Relationship to North Service Road

- a) 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. Refer to Section 9.2.9 for policies related to Gateways.
- b) 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.
- c) 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 incorporate multi-use pedestrian and cycling paths.
- d) All buildings fronting onto North Service Road shall have clear glazing, allowing for visual connection to the landscaped buffer, the street frontage and to allow for passive surveillance.
- e) A minimum of 50% of a block frontage will be comprised of built form with larger percentages of block frontage encouraged.
- f) Parking areas shall not exceed 50% of a block frontage. Parking area edges along North Service Road will include continuous hard and soft landscaping that provides visual continuity with the built form and street edge.
- g) All landscaped screening of parking areas will be designed in keeping with CPTED principles.

5.5 DESIGN GUIDELINES FOR BUILDINGS

5.5.1 Grade Related Residential Units

a) Detached and Semi-Detached Houses

This form of housing will be primarily located in areas of the community that are adjacent to existing residential subdivisions to provide sensitive massing transition to the mixed use and mid-rise built form envisioned for the interior of Prudhommes moving eastward.

- i. Buildings must have front and exterior side façades parallel to the street with front doors, windows and entry features facing the street to create a consistent street wall.
- ii. Front facing garages should be avoided where possible, buildings should have front porches with adequate space for seating facing the street.
- iii. Where front facing garages are present, the setback to the main building face should be from 4.5 to 6.0m from the edge of the right-of-way. The setback will be measured to the main building face or front entrance.
- iv. Garages shall be set behind the main building face or porch or be accessed from a rear lane. Dwelling designs with garages projecting beyond the front building wall face are not permitted.
- v. In the case of houses with a double car garage and double-wide driveway oriented toward a public street, shall be set back a minimum of 6.0m from the street right-of-way or per the approved zoning by-law. This guideline does not apply to public lanes.
- vi. Dwellings with a garage and driveway oriented toward a public street shall have these features paired with adjacent houses to maximize the extent of continuous green planting area.
- vii. Corner lots and homes facing or abutting parks are priority lots within the community. The design of these homes shall include the following considerations:
 - The flanking side elevation and rear elevation shall be given a similar level of architectural detailing (windows, materials, and details) equal to the front elevation of the house;
 - The main front entrance should be located on the exterior side elevation, where possible and corner windows, wrap-around

porches, or other architectural feature should be included to address the corner location;

- Where fencing is provided on front and/or exterior side yards, they shall not block off the sidewalk from the house and be limited to a maximum height of 1.0m; and,
 - The rear elevations of both semi-detached units on a corner lot shall be upgraded to be consistent with the front and side elevations of the building
- viii. Porches, stairs, canopies, and other entrance features may encroach into the required setbacks.
 - ix. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
 - x. The use of asymmetrical elevations on semi-detached units is encouraged to generate streetscape massing variety. Both halves of the building shall be compatible in terms of design expression.
 - xi. Semi-detached dwellings should have two to three storey massing. Bungalow forms are discouraged for this housing type.
 - xii. 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.
 - xiii. 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.

b) Townhouses and Stacked Townhouses

Townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form. Therefore, the massing and design of each townhouse block, rather than the individual units, will be considered during their review.

- i. The siting, massing, and façade design of townhouse units shall be coordinated on a block-by-block basis through architectural control. The overall streetscape composition should display massing and design continuity while achieving streetscape variety.

- ii. The elevations of the townhouse block shall be articulated in a manner that provides variation between units, but reinforces common characteristics that visually unite the block.
- iii. 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 townhouse blocks. However, the main roof should appear as one roof where possible and reflect the architectural style of the townhouse block.
- iv. The massing and form of townhouse units adjacent to detached and semi-detached dwellings shall be complementary to those dwellings through height and architectural features to promote visual continuity along the streetscape.
- v. The main front entry shall be oriented to the front lot line or higher order street, for interior townhouse units, while the entry of the corner unit is encouraged to be oriented to the flanking lot line. Where a dwelling unit flanks a laneway, the main entrance shall face the public street.
- vi. Rear lane accessed garages are preferred for townhouse units. Where they are front facing they shall not exceed 50% of the width of the unit and shall be paired.
- vii. Front facing garages shall be flush or behind the main building face of the townhouse unit.
- viii. Detached lane accessed garages shall be complementary in design and building material with the principal dwelling.
- ix. Utility meters shall be screened from public view by integrating them into the design of the townhouse units through the use of wall recesses, enclosures, or inseting within the building walls. Rear lane townhouses shall locate utility meters at the rear.
- x. Side and rear elevations visible from public areas shall have architectural treatments consistent with the design of the front elevation.
- xi. 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.
- xii. Street townhouse blocks will be limited to a maximum of 8 units, with 6 units preferred. The length of the street townhouse blocks should not

exceed 50m unless it is essential to the architectural style of the townhouse block.

- xiii. Where townhouses are considered for focal areas, Collector Roads, the Main Street, and the Waterfront Promenade, front facing garages shall not be permitted. These locations will require lane based or below grade garage access.
- xiv. Where possible, on townhouse blocks with rear yards, each unit should have access to rear yards via the garage or exterior side yard or a rear yard lane.

c) Live-Work Units

Live-Work Units introduce a flexible built form use that allows for the unit to be used fully as a residence or a residence with commercial/retail use at grade and residence above. They typically have a height of 3 to 3.5 storeys.

- i. Live-Work units should be sited and located within the community to provide a transition from single and semi-detached residential uses to the mixed use buildings in the centre of the community.
- ii. The blocks along and adjacent to the Waterfront Promenade provide for opportunities to extend retail uses along the Promenade while transitioning to the mixed use blocks. They shall be designed for easy conversion between residential and commercial uses at grade.
- iii. 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.
- iv. Parking shall be provided at the rear of the building and accessed from a lane.
- v. Mechanical equipment including air conditioning units and utility meters shall be screened and/or located away from public view.

d) Low-Rise Apartment Buildings

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. They will generally range in height from 4 to 6 storeys.

- i. The majority of the main building facade shall front the public street at a minimum setback and should address the adjacent roadway and/or open space areas.
- ii. Multiple entrances to individual units at the street level are favoured over a single entrance on the main floor. Long expanses of wall on the main floor shall be avoided.
- iii. Permanent parking shall be located below grade. Loading and service areas shall be located in areas of low public visibility in side or rear yards and set back from the front façade of the building. These functions shall not occur along the Waterfront Promenade frontage.
- iv. 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 or a similar combination that is consistent with the building's architectural style.
- v. 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.
- vi. 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 street façade that supports the pedestrian scale.
- vii. A variety of high quality masonry (brick and stone) or other quality building cladding systems will be considered. Concrete block, precast wall panels or metal siding are discouraged.
- viii. Where a building exceeds 4 storeys, a consistent, all-around stepback at 3.0m intervals should be provided to support a consistent and pedestrian-scaled streetscape.

e) Mixed-Use Buildings

Mixed-Use buildings provide additional variety of built form and use for Prudhommes. This built form type may include commercial and office uses at grade and multi-unit residential above or behind them. Ground floors shall be designed to be appealing to pedestrians and include uses that are more active in nature in terms of pedestrian traffic (generally with nonresidential uses, such as commercial/ retail, personal service, and restaurant type uses on the ground floor).

- i. The guidelines as outlined in Section 5.1 d) of this plan, Low-Rise Apartment Buildings, shall also apply to mixed-use buildings.

- ii. Mixed-Use buildings are envisioned for the higher order road network within Prudhommes including Main Street, the Waterfront Promenade, and in the eastern portion of the study area in the Marina District.
- iii. The design of mixed-use buildings should reflect the mix of uses occurring with the building and should be used to establish a strong pedestrian oriented base and clearly differentiated residential upper storeys.
- iv. The side and rear of buildings abutting low to mid-rise residential properties shall generally be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale and transition in relation to adjacent grade-related residential uses.
- v. The base portion should be masonry of 1 to 2 storeys, defined with a continuous sill between the base and middle portions. The upper portion should contain the largest mass of the building consisting of masonry to reflect the architectural character of the community. Upper floors should be emphasized through articulations of the exterior wall plane and roofline.
- vi. Larger buildings should be articulated to avoid large expansions of uninterrupted blank facades and grade level retail frontages should be broken down in scale to provide a finer grained frontage onto focal areas such as Main Street, and the waterfront plaza and promenade.
- vii. Separate entrances to upper floor residences shall be provided. Multiple entrances to individual units at the street level are favoured over a single entrance on the main floor. Long expanses of wall on the main floor shall be avoided. These shall be clearly differentiated from nonresidential entrances. Live/work projects may be exempt from this requirement based on design merit.
- viii. 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.
- ix. 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 in focal areas.
- x. Large ground floor retail windows shall be provided, scaled to the street frontage, and integrated into the building design. Reflective mirror glass shall not be used for windows at grade.

- xi. 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.

f) Mid-Rise Residential Buildings

Mid-Rise Residential buildings are proposed for the area east of the Central Plaza, adjacent to the High-Rise Residential building and at the eastern end of Prudhommes. They will provide an appropriate transition of density and massing from mixed-use buildings and lower density residential to the High-Rise Residential buildings. This built form type will add to the variety of housing options envisioned for the community. Where they are located adjacent to the North Service Road and high-rise buildings, a height up to 10 storeys may be considered.

- i. Buildings and their primary entrance shall be oriented and face onto the public street at a minimum setback.
- ii. Covered entrances, architectural detailing and weather protection features such as canopies should address the adjacent public roadway and/or open space areas.
- iii. A stepback of 3.0m shall be provided above the third storey to provide transition from adjacent mixed use and low-rise buildings. This will also provide a consistent pedestrian-scaled street edge.
- iv. A minimum 5.5m side yard setback, or 11.0m facing wall distance between two mid-rise buildings should be provided up to the third storey. Additional stepbacks of 3.0m per additional storey is recommended above the third storey.
- v. Balconies on all storeys are encouraged. Where townhouse style units are proposed at the base of the building they should incorporate a defined front yard that can accommodate tree planting and landscaping.
- vi. Servicing, loading and parking access shall be from a shared lane. These functions shall not occur along the Waterfront Promenade frontage.
- vii. Permanent parking shall be located below grade. Where it cannot be, it shall be located within the building structure and behind the active building frontage facing the street.
- viii. 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.

g) High-Rise Residential Buildings

High-Rise Residential buildings are proposed for the area east of the central community, surrounded by the natural heritage system and open space and in the eastern portion of Prudhommes. These sites have been located away from the low rise development and they are located so as to punctuate areas in the community and indicate through built form, the location of Prudhommes from a distance in the form of a landmark. Landmark High-Rise buildings will be highly visible and legibly mark the location through a combination of architectural design and height.

This built form type will complete the range and variety of built form and housing envisioned for the community. The landmark/high-rise site will serve as the tallest building in the community.

- i. High-Rise buildings will be designed to have a discernible base, middle portion, and top.
- ii. The base (podium) of the building shall have a minimum height of 3 storeys, a maximum height of 5 storeys and be designed to transition to adjacent buildings.
- iii. Buildings and their primary entrance shall be oriented and face onto the public street.
- iv. Covered entrances, architectural detailing and weather protection features such as canopies should address the adjacent public roadway and/or open space areas.
- v. The middle (tower) portion of the building should stepback from the base a minimum 3.0m with 5.0m preferred.
- vi. Where more than one tall building is proposed for a site, their towers shall have a minimum separation distance of 25.0m and be setback a minimum 12.5m from the property line.
- vii. The area of floor plate occupied by the tower component shall not exceed 850 square metres with 750 square metres preferred.
- viii. The top of the building should be distinct and include architectural detailing that contributes to the skyline. Penthouse mechanical rooms shall be integrated into the rooftop design.
- ix. Notwithstanding the above requirements for High-Rise buildings, those proposed for the landmark location will have added flexibility in architectural

design, height, massing and will be considered on their own architectural merit.

5.5.2 Commercial and Employment Buildings

- a) The Commercial and Employment buildings will be located along North Service Road and will represent the predominant frontage that will be experienced by visitors and residents as they enter into the centre of Prudhommes. These buildings will serve as a continuous edge for the southern edge, define the major and minor gateways into Prudhommes and contribute to the pedestrian scale of the community. Refer to Section 9.2.9 of the Secondary Plan for policies related to Gateways. Section 5.4.6, Built Form Relationship to North Service Road, should also be consulted with regard to building orientation and relationship with the public realm in this area.
- i. 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:
- Include distinctive building designs which include articulated built form, massing features and added building height at corners that address the gateway;
 - Incorporate decorative planting and/or hardscape features that complement the building design and materials; and,
 - Include decorative paving at the corners and to define direct connections to building main entrances.
- ii. Building scale, massing and height should relate to the pedestrian scale and encourage pedestrian circulation.
- iii. Entrances to buildings should be emphasized through any combination of material changes, increased height, canopies, or wall articulation.
- iv. Clear glazing should be maximized on all building elevations where possible. Street frontages and elevations facing parking areas shall include clear glazing to provide a comfortable and safe pedestrian experience.
- v. Non-street facing building facades exposed to public view or facing parking areas should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.
- vi. Large expanses of blank wall faces shall be avoided and addressed through landscaping, wall articulation and material changes to create visual interest.

- vii. Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.
- viii. Servicing and loading areas shall be discreetly located and be screened from public view through architectural design, low walls and landscaping features.
- ix. Entrances to parking areas shall be from internal Collector Roads and not from North Service Road.
- x. Parking areas shall be to the side or rear of the building and should not occupy more than 50% of any street frontage.
- xi. 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.
- xii. Raised medians consisting of a 1.5m wide paved walkway with a 3.0m tree planted landscaped area on one side should be considered to define the walkway to a building's entrance from the parking areas.
- xiii. Where possible, walkways within parking areas should be consistent and coordinated with those on adjacent properties.
- xiv. Drive-through facilities shall be designed in a manner to implement the Town-wide guidelines.

5.5.3 Marina Buildings

- a) The Marina will be a destination area within Prudhommes that may include a variety of built form including Mixed-Use and Mid-Rise Residential with retail and restaurants at grade, and live/work units. There is the potential for retail and commercial services to be marine related and artisan focused and to include small scale office space or unique "makerspace". The urban plaza space(s) could provide not just places to linger but to also accommodate seasonal events..
 - i. Buildings should be sited to create a continuous street edge along the North Service Road and the landscaped buffer;
 - ii. Buildings internal to the site should be sited to create a plaza space that is framed through built form while not obstructing vistas to the Lake.
 - iii. The entrances to the district should include built form and architectural design that emphasizes entry into the district.

- iv. To differentiate the district'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.
- v. The buildings should be sited to allow for multiple breaks for pedestrian circulation and to provide views to the Lake and adjacent marina functions.
- vi. Buildings taller than 6 storeys may be considered at the western edge of the district, to minimize shadowing of potential urban plaza space.
- vii. Buildings proposed for the marina district should reflect the guideline requirements as noted in the above sections depending on built form proposed.

5.5.4 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 discretely 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.
 - v. Integrated landscaping shall be provided around the utility building.
 - vi. Underground utilities should be located discretely using screening with architectural treatments or landscaping, located within a building or structure or located below grade.

5.5.5 Other Building Types

- i. Applications for unique site arrangements, and/or use combinations not specifically addressed by the Design Policies may be required to provide additional information to facilitate appropriate review of the proposal. This may include proposals such as: sports complexes; nature centres; major event centres; large commercial/retail centres; significant mixed-use developments; and, educational or institutional campuses.
- ii. For any proposed uses which are not outlined by the Secondary Plan the Town of Lincoln may require a design brief be submitted which describes the relationship to and treatment of public, or publicly-accessible spaces. This may include:
 - Pedestrian and vehicular circulation;
 - Lighting;
 - Facade design and treatment for public- or street-facing buildings;
 - Streetscape and landscape treatments; and
 - Other design requirements related to the public realm including CPTED design principles and AODA compliance.
- iii. The design principles in this document should be referred to and can generally be applied, as appropriate, to these buildings and uses. For example, for parking structures, blank walls are discouraged while ease of access to public walkways and entrances, and lighting (specifically designed for CPTED principles) should be oriented to pedestrians.

5.5.6 Garages, Driveways and Garage Access

- i. Garages and their location can have a major impact on the visual character and quality of the streetscape. Therefore, a minimum of half of grade-related residential built form (e.g. detached, semi-detached, and street townhouse dwelling units) shall have garage access through a lane, to a rear yard or at the rear of the lot accessed from a driveway. 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.
- ii. Front facing garages are discouraged and shall not be permitted in key focus areas in the community (e.g. fronting onto parks, the Collector Road, Main Street, and the Waterfront Promenade).
- iii. Where front facing garages are proposed, their design and relationship to the main dwelling shall be secondary and its visibility mitigated through increased setback from the main wall, recessed garage doors, second storey build over and neutral colours. It shall complement the main

dwelling while being visually deemphasized to ensure a better pedestrian and streetscape experience.

- iv. Where structured parking abuts a street, the visual impact of the structured parking shall be minimized through screening or by treating the façade like an occupied building expressing an architectural vocabulary and material compatible with adjacent facades. In addition, structured parking, where adjacent to a street, shall be encouraged to be faced with commercial/employment uses at street level.

a) Lane-based Garages

Lane-based garages are accessed from a rear laneway, removing the garage from the street frontage and contributing positively to built form character and streetscape quality in the community.

- i. Rear-accessed garages shall be complementary to the principal dwelling in terms of materials, character and quality.
- ii. Garages shall be designed and arranged to provide an attractive visual environment within the rear lanescape.
- iii. Garage doors shall be sectional, roll-up types with a variety of glazed top panels.
- iv. The municipal address shall be provided on the garage in a well-lit location facing the lane.
- v. Pairing of garages within the laneway should occur where appropriate.
- vi. Garages on corner lots or highly exposed to public view shall have upgraded architectural detailing and features consistent with the principal dwelling.
- vii. Habitable space or apartments provided above an attached rear yard garage may be permitted for its beneficial overlook effect on the lane and adds to housing type variety in the community.
- viii. Landscaping in rear lanes is encouraged to provide visual interest to the garage lanescape.

b) Rear Yard Garages

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. They are encouraged as an alternative means of minimizing the negative visual impact of the garage on the streetscape, where lot widths and depths permit. Garages can be detached from or attached to the dwelling.

- i. Rear yard garages shall be designed to complement the principal dwelling.
- ii. In order to keep scenic views unobstructed, detached rear yard garages should not be located in the rear yard of open spaces.
- iii. Attached or detached garages on corner lots should be accessed from the flankage street and shall have upgraded architectural detailing and features consistent with the principal dwelling.
- iv. Driveways accessing rear yard garages shall be kept to a minimum single lane width.

c) Front Facing Garages

Garages which are accessed from the street and located within the front or flankage yard are discouraged, but where proposed, shall be complementary in terms of character and quality to the principal dwelling. Minimizing the appearance of street-facing attached garages within the streetscape is a key requirement for all dwelling designs.

- i. Attached garages must be a natural extension of the design, massing, and materials of the main dwelling and be located at the side of the house, parallel or recessed behind the main front wall of the dwelling.
- ii. Garages must be set back behind the main wall face or a full length front porch (minimum 1.5m). Projecting beyond the dwelling main wall face shall not be permitted.
- iii. A second storey, built over the garage, shall be setback a maximum 2.5m from the front face of the garage and should cover approximately 100% of the garage width. Exceptions will be made on a limited basis subject to review by the Town.
- iv. Dwelling designs with the second storey wall face flush with the garage wall face below shall be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).

- v. A variety of garage door sizes and styles should be provided. In the instance of double car garages, they shall be comprised of two single garage doors separated by a masonry pier.
- vi. A variety of lintel (header) treatments appropriate to the architectural style of the dwelling should be provided above the garage doors.
- vii. Providing a staggered garage face, staggered garage doors and recessed garage doors are encouraged to provide additional visual variety along the streetscape.
- viii. Garage doors shall be sectional, roll-up types with a variety of glazed top panels.
- ix. Coach lamps consistent with the style of the houses shall be provided and be mounted either beside the garage door or above the garage door where space permits.

d) Below Grade Garage Access

Where possible below grade parking should be provided for residential or mixed use residential that is of a higher density than grade-related residential dwellings. The following guidelines apply to below grade garage access:

- i. Access areas or ramps should be discreetly located off of lanes or the short side of the block to limit their physical and visual impact on the streetscape.
- ii. Where possible, for 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.

e) Grade Related Residential Driveway and Laneway Treatments

- i. For individual driveway access, for units with double car garages, the maximum width of a driveway shall be as per Town standards. Driveway locations shall be approved by the Town.
- ii. All driveways or laneways shall be finished with a hard surface paving material. Driveways designed with materials other than asphalt must be reviewed and approved by the Town.

- iii. Driveways for dwellings adjacent intersections, transit stops, public walkways, open space, parks, and other non-residential land uses shall be located as far from the adjacent use as possible.
- iv. Adjacent driveways at the outside curvature of a street elbow or cul-de-sac shall be designed to eliminate overlap at the curb. Landscape strips should separate driveways at the curb, where possible. Tapering of driveways may be considered.
- v. Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view, where possible.
- vi. Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.

f) Front Facing Residential Garages and Grading Conditions

Where severely sloping grade conditions occur, the builder shall provide dwelling types which are adapted to suit the site. Lots with a severe grading differential generate a need for excessive steps and lower the garage slab exposing excessive masonry above the garage. Such lots require special elevation design treatments to address this condition, which may include:

- i. Where the slab of the garage drops more than 300 mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape plan.
- ii. Suggested design treatments to reduce the visual impact of the taller garage include:
 - Increase the garage door height by 300mm;
 - Lower the garage roof and/or increase the roof pitch;
 - Add a decorative gable louvre or feature;
 - Provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding;
 - Provide a window scaled to the dwelling, or transom lights above the garage doors;
 - Provide wide profile arched lintels over the garage doors; and,
 - Locate coach lamp fixtures above the garage doors.
- iii. Garages are encouraged to be located on the high side of the lot where possible to reduce the extent which the garage is dropped.
- iv. Integrate groups of steps into the front walkway over the length of the front yard.

6.0 PROVIDING A RANGE AND MIX OF HOUSING OPPORTUNITIES

6.1 GENERAL HOUSING POLICIES

- a) This Secondary Plan shall encourage and support, 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, building with rental units, as well as developments that facilitate “aging-in-place”.
- b) It is the objective of this Secondary Plan that a minimum 25 percent of all new residential development within this Plan Area meet the Provincial definition of affordable housing. Affordable housing may be achieved by:
 - i. Promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;
 - ii. Building smaller units, where housing is more affordable due to lower development costs;
 - iii. Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,
 - iv. Encouraging the development of accessory apartments/secondary suites.
- c) Working with the Region, the private sector and other stakeholders, the Town may consider innovative financial arrangements and/or other tools or mechanisms to encourage and support the development and maintenance of non-profit and affordable housing.
- d) Affordable housing will be encouraged to locate in proximity to community facilities and existing or potential public transit routes and active transportation facilities.
- e) The construction of new rental housing units with a full mix and range of unit sizes, including multi-bedroom family-sized and smaller units, is encouraged and supported in appropriate locations.

6.2 LOW-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent of the areas identified 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 area may include:
 - i. Single detached, semi-detached, duplex, street, stacked and block townhouse units, and low-rise apartments;
 - ii. Secondary Residential Units, in accordance with Section 3.1.6 of the Official Plan;
 - iii. Home occupations, in accordance with Section 9.12 of the Official Plan;
 - iv. Bed and breakfast establishments, in accordance with Section 9.13 of the Official Plan;
 - v. Parks and open spaces; and,
 - vi. Infrastructure and public service facilities, in accordance with Sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height.
- e) Street, stacked, and block townhouses and low-rise apartments may only be permitted up to a maximum of 75% of the total number of dwelling units within the designation, to the satisfaction of the Town.
- f) Only single detached units may be permitted where dwelling units abut the Natural Heritage System designation. Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- 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.

6.3 MID-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent of the areas identified as Mid-Rise Residential to accommodate residential buildings that offer a more intense urban lifestyle opportunity that takes advantage of the waterfront context, and access to the Queen Elizabeth Way.

Permitted Uses

- b) The uses permitted within the Mid-Rise Residential Designation may include:
- i. Street, block, and stacked townhouses and mid-rise apartments;
 - ii. Affordable, assisted, accessible, and special needs housing;
 - iii. Live-work units;
 - iv. Community facilities;
 - v. Day care facilities;
 - vi. Secondary Residential Units, in accordance with Section 3.1.6 of the Official Plan;
 - vii. Home occupations, in accordance with Section 9.12 of the Official Plan;
 - viii. Bed and breakfast establishments, in accordance with Section 9.13 of the Official Plan;
 - ix. Neighbourhood-oriented commercial uses such as local convenience stores and personal service uses;
 - x. Parking facilities at-grade and/or in structure;
 - xi. Parks and open spaces; and,
 - xii. Infrastructure and public service facilities, in accordance with Sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height. Minimum building heights shall be 2 storeys.
- e) Given the scale of development anticipated, it is expected that individual site development will add to the public realm through the establishment of publicly accessible urban squares and/or pocket parks. These elements of the public realm may be held in public ownership, or may be considered publicly accessible private spaces. These elements of the public realm shall be provided as follows:
 - i. On any development block, or development site that is in excess of 1,000 square metres, a minimum of 7% of the total land area shall be developed as an element of the public realm; and,
 - ii. The land area for the urban square/pocket park may be conveyed to the Town, or remain in private ownership subject to the following:
 - It shall be designed and built to municipal standards;
 - It shall be maintained to municipal standards; and,
 - A legal agreement that secures design, construction, maintenance and public access elements, is executed to the satisfaction of the Town.
- f) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- 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) All forms of development within the Mid-Rise Residential Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

6.4 HIGH-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent of the areas identified as High-Rise Residential to accommodate residential buildings that offer an intense urban lifestyle opportunity that takes advantage of the waterfront context, the views of Lake Ontario and the Niagara Escarpment, and access to the Queen Elizabeth Way.

It is expected that the tallest buildings will be high quality landmarks that identify Prudhommes as a distinct and desirable community. In addition, within areas identified for High-Rise Residential development, 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, mid-rise apartments, and high-rise apartments;
 - ii. Affordable, assisted, accessible and special needs housing;
 - iii. Live-work units;
 - iv. Community facilities;
 - v. Day care facilities;
 - vi. Neighbourhood-oriented commercial uses such as local convenience stores and personal service uses;
 - vii. Secondary Residential Units, in accordance with Section 3.1.6 of the Official Plan;
 - viii. Home occupations, in accordance with Section 9.12 of the Official Plan;
 - ix. Bed and breakfast establishments, in accordance with Section 9.13 of the Official Plan;
 - x. Parks and open spaces;
 - xi. Parking facilities at-grade and/or in structure; and,

- xii. Infrastructure and public service facilities, in accordance with Sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height. Minimum building heights for stacked townhouses, as well as live-work units shall be 3 storeys. The minimum height for apartments shall be 4 storeys.
- e) Notwithstanding the maximum building heights identified on Schedule 'B', 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) Schedule 'C' – 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 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;
 - ii. Be the subject of a Design Competition that includes representatives from the Town and the Region, to ensure that each one is of an iconic character and a showpiece of design excellence and innovation; and,
 - iii. Enhance the site and strengthen the identity of the Secondary Plan Area by providing a destination use that is a public benefit or attraction that enhances the image of Prudhommes.
- g) Given the scale of development anticipated, it is expected that individual site development will add to the public realm through the establishment of publicly accessible urban squares and/or pocket parks. These elements of the public realm may be held in public ownership, or may be considered publicly accessible private spaces. These elements of the public realm shall be provided as follows:

- i. On any development block, or development site that is in excess of 1,000 square metres, a minimum of 7% of the total land area shall be developed as an element of the public realm;
- ii. The land area for the urban square/pocket park may be conveyed to the Town, or remain in private ownership subject to the following:
 - It shall be designed and built to municipal standards;
 - It shall be maintained to municipal standards; and,
 - A legal agreement that secures design, construction, maintenance and public access elements, is executed to the satisfaction of the Town.
- h) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- i) 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.
- j) All forms of development within the High-Rise Residential Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

7.0 PROMOTING EMPLOYMENT AND MIXED USE DEVELOPMENT

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 Plan.
- 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 density house forms will provide opportunities for housing that is more affordable, and that will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock in proximity to the planned Main Street. In addition, senior's housing, long term care facilities, affordable supportive and affordable accessible housing, and assisted living units will be incorporated into the housing stock in proximity to the planned Main Street.
- d) Community infrastructure and institutional uses, recreational, 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.
- e) This 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 (less than 2,000 square metres) 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;
 - ii. Larger scale (greater than 2,000 square metres) retail commercial, offices, community, institutional uses and other employment-related uses in larger footprint buildings located adjacent to the North Service Road; and,
 - iii. Live-work units compatible with residential uses along the planned Main Street, the Waterfront Promenade and all Collector Roads.
- f) It is a requirement of this Plan that at least 75 percent of all new dwelling units must be situated for pedestrian access within 800 metres, (a 10 minute walk) of three or more of the following planned community services:

- i. Retail Commercial Store;
- 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.

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 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. Commercial recreation facilities;
 - iv. Parks and open spaces;
 - v. Community facilities;
 - vi. Parking facilities at-grade and/or in structure;

- vii. Infrastructure and public service facilities, in accordance with sections 7.1.7 and 7.1.8 of the Official Plan; and,
 - viii. 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 employment generating land uses, the following employment generating land uses are specifically prohibited:
- i. The outside display or storage goods in front or exterior side yards;
 - ii. Nightclubs or banquet halls;
 - iii. Places of entertainment;
 - iv. Adult entertainment parlour;
 - v. Body rub parlour; and,
 - vi. Taxi establishments.
- d) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height. The minimum permitted building height shall be 2 storeys.
- f) Notwithstanding the maximum building heights identified on Schedule 'B', 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.
- g) The number and scale of ancillary uses shall be designed to primarily serve the local businesses and that ancillary uses collectively do not exceed 20% of total gross land area in the Employment Designation at any given time.
- h) The Employment Designation includes an area identified as a 'Minor Gateway' on Schedule 'C' – Urban Design Features. That gateway feature is expected to be

some combination of built form and/or landscape treatment that identifies the entrance to the Prudhommes community. In addition, the road intersection will need to be designed to ensure that it is not a primary entry way into the community.

- i) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- j) Employment uses adjacent to, or abutting a residential uses, shall be adequately screened and separated by appropriate buffers to provide a visual/noise barrier.
- 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 Employment Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

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 4,000 square metres of gross leasable floor area per individual use;

- ii. Offices;
 - iii. Mid-Rise and/or High-Rise Residential uses, which may include special needs housing and housing for seniors that are integrated in a mixed use building that includes permitted retail and/or service commercial uses;
 - iv. Institutional uses;
 - v. Hotels and banquet halls;
 - vi. Commercial recreation facilities;
 - vii. Places of entertainment;
 - viii. Places of worship;
 - ix. Day care facilities;
 - x. Funeral homes;
 - xi. Parking facilities at-grade and/or in structure;
 - xii. Parks and open spaces;
 - xiii. Community facilities; and,
 - xiv. Infrastructure and public service facilities, in accordance with sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height. Minimum building heights are 3 storeys or 15 metres, whatever is greater.
- e) Notwithstanding the maximum building heights identified on Schedule 'B', 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) 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.
- g) The Commercial Mixed Use Designation includes an area identified as a Major Gateway on Schedule 'C' – 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 Retail Destination identified within the Commercial Mixed Use Designation.
- h) The Commercial Destination identifier on Schedule 'C' – 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.
- i) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- 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 Commercial Mixed Use Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

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 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, encourage walking and cycling and resonate with visitors a positive image of Prudhommes;
 - ii. Facilitate the development of a main street shopping destination;

- 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

- b) 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. Other retail commercial uses with a Maximum Gross Leasable Floor Area 400 square metres;
 - ii. Mid-Rise apartments with dwelling units located above the first floor;
 - iii. Commercial, professional and/or government offices;
 - iv. Affordable, assisted, accessible and special needs housing;
 - v. Cultural, recreational and entertainment uses;
 - vi. Child care facilities;
 - vii. Parking facilities at-grade and/or in structure;
 - viii. Parks and open spaces;
 - ix. Community facilities; and,
 - x. Infrastructure and public service facilities, in accordance with sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. 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 'B' – Building Height. The minimum building height shall be 3 storeys.
- e) Notwithstanding the maximum building heights identified on Schedule 'B', 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) High activity uses that animate the streetscape and encourage foot traffic, such as retail uses and restaurants, are encouraged at-grade, with uses such as offices, recreational, cultural and residential uses on second floors and above and/or behind the street-related facade. Residential uses are not permitted at-grade.
- g) The Main Street Mixed Use Designation includes an area identified as a 'Minor Gateway' on Schedule 'C' – Urban Design Features. That gateway feature is expected to be established primarily through built form, and the associated open space/park feature that links the Main Street to the water's edge and is expected to include with building height and building design features oriented to the intersection. This is a key entry into the Main Street Destination.
- h) The Main Street Destination identifier on Schedule 'C' – 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 is expected to become the focal point of the Prudhommes community.
- i) 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.
- j) All forms of development within the Main Street Mixed Use Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

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. Mixed Use buildings are expected to resemble a mid-rise apartment where the main floor frontage is used for restaurant and/or retail functions, while the floors above are used for residential apartments and/or office space.

Permitted Uses

- b) 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, which may include special needs housing and housing for seniors that are integrated in a mixed use building that includes permitted retail and/or service commercial uses;
 - iv. Institutional uses;
 - v. Hotels and banquet halls;
 - vi. Commercial recreation facilities;
 - vii. Places of worship;
 - viii. Day care facilities;
 - ix. Parking facilities at-grade and/or in structure;
 - x. Parks and open spaces;
 - xi. Community facilities; and,
 - xii. Infrastructure and public service facilities, in accordance with sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- d) Maximum building heights are identified on Schedule 'B' – Building Height. Minimum building height shall be 2 storeys.
- e) Notwithstanding the maximum building heights identified on Schedule 'B', 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 may be developed as stand-alone commercial or residential uses or in combination.
- g) Given the scale of development anticipated, it is expected that individual site development that includes more than 50% of its GFA for residential uses, will add to the public realm through the establishment of publicly accessible urban squares and/or pocket parks. These elements of the public realm may be held in public ownership, or may be considered publicly accessible private spaces. These elements of the public realm shall be provided as follows:
 - i. On any development block, or development site that is in excess of 1,000 square metres, a minimum of 7% of the total land area shall be developed as an element of the public realm;
 - ii. The land area for the urban square/pocket park may be conveyed to the Town, or remain in private ownership subject to the following:
 - It shall be designed and built to municipal standards;
 - It shall be maintained to municipal standards; and,
 - A legal agreement that secures design, construction, maintenance and public access elements, is executed to the satisfaction of the Town.
- h) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- i) 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.
- j) All forms of development within the Mixed Use Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

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 Twenty Valley Tourist Area.

Permitted Uses

- b) 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. Maker spaces/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 Sections 7.1.7 and 7.1.8 of the Official Plan.
- c) Notwithstanding the list of permitted uses identified above, not all of the uses may be permitted within any specific lot or development block. The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- d) Maximum building heights are identified on Schedule 'B' – Building Height.
- e) 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.
- f) The Marina Destination identifier on Schedule 'C' – 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.

- g) Development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- h) The appropriate mix of uses, buildings and lot sizes of new development for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- i) All forms of development within the Marina Designation shall be subject to Site Plan Control. All development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

8.0 CREATING AND PROTECTING THE GREENLANDS SYSTEM

8.1 GREENLANDS PROVIDE A FRAMEWORK FOR CHANGE

- a) The Greenlands System is comprised of the Natural Heritage System Designation and the Open Space Designation, identified on Schedule 'A' – Land Use. In addition, there are some areas of the Plan, as identified on Schedule 'E3' – Constraints NHS Enhancement Areas that, subject to further study, may expand the greenlands network.
- b) Because the site is along the edge of Lake Ontario there are environmental development constraints, as identified on Schedule 'E1' – 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 Plan.
- c) The eastern half of the Secondary Plan is identified as being within the Provincial Greenbelt Plan, as shown on Schedule 'E2', notwithstanding that this area includes substantial existing development.
- d) 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.

8.2 THE NATURAL HERITAGE SYSTEM APPROACH

- a) The Town recognizes the important contribution that natural heritage features make to the creation of a vibrant, livable Town. Developing a Natural Heritage System approach is the preferred method to protecting natural heritage features and their associated ecological and hydrological functions. A Natural Heritage System approach recognizes the interdependence of natural heritage 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 Heritage System is subject to the policies of Section 2.4 Natural Environment Area of the Town of Lincoln Official Plan with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area as identified in Section 2.4.6 and Section 2.5.
- c) The biodiversity, ecological function and connectivity of the Natural Heritage System 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 Heritage System is intended to:

- i. Protect the health and water quality of the Watercourses, including Prudhommes Creek, Jordon Harbour West Creek, and Drain 15A;
 - ii. Conserve biodiversity;
 - iii. Protect all significant natural heritage features and their associated functions; and,
 - iv. Protect surface and underground water resources.
- d) The Natural Heritage System is comprised of the environmental features and associated buffers that the Town shall protect and conserve such as the waterfront edge restoration area and Candidate Environmental Protection/Conservation Areas, identified on Schedule 'E3' – Constraints Natural Heritage System Enhancement Areas.
- e) Associated buffers, which are not shown on the Schedules to this Plan, are to be defined by an approximate 120 metre setback from the boundary of the Natural Heritage System. The 120 metre setback is intended to act as a trigger for the completion of an Environmental Impact Study.

8.3 NATURAL HERITAGE SYSTEM DESIGNATION

Intent

- a) The Natural Heritage System is comprised of lands that contribute to the unique character of the Prudhommes Secondary Plan Area. Lands designated as Natural Heritage System are those that exhibit some or all of the following characteristics:
- i. Flood susceptibility;
 - ii. Erosion susceptibility; and/or,
 - iii. Contribution to the open space/natural resource system.
- b) The boundaries of those areas identified as Natural Heritage System are delineated on Schedule 'A' – Land Use and further articulated in Appendix 'B' 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

- c) Permitted uses on lands designated Natural Heritage System 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 the ecological functions of such features;
 - 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 Plan.
- d) Use permitted within the Natural Heritage System 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

- e) The Natural Heritage System is subject to the policies of Section 2.4 Natural Environment Area of the Town of Lincoln Official Plan with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area as identified in Section 2.4.6 and Section 2.5.
- f) It is intended that more definitive boundaries of the Natural Heritage System 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 subsequent Zoning By-law Amendment process.
- g) All lands within the Natural Heritage System 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.

- h) All development, both structural and non-structural, within or adjacent to the Natural Heritage System Designation will be strictly controlled through the approval processes of the Town, Niagara Peninsula Conservation Authority and Ministry of Natural Resources.
- i) 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 in Prudhommes. Habitat creation will be considered in all development applications. The ecological setbacks, buffers and areas within the Natural Heritage System can be utilized as priority areas to achieve this objective. Planting additional butterfly habitat within the existing residential community is encouraged.

Policies for the Natural Heritage System Enhancement Areas

- j) Located on the lands of the Secondary Plan are two woodland features, which, in part, are designated Natural Heritage System and Open Space as well as Low-Rise and Mid-Rise Residential and Commercial Mixed Use. Before development proceeds on lands within 50 metres of the areas identified as candidate NHS Enhancement Areas on Schedule 'E3' – Constraints, an Environmental Impact Study may be undertaken in accordance with Section 4.7 of the Official Plan, if identified as significant and identified as requiring protection.

Policies for the Lake Ontario Shoreline

- k) The Prudhommes Secondary Plan Area is the Town's only urban area with lake frontage of which approximately 610 metres (2,000 feet) 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.
- l) Schedule 'E1' – Constraints, Shoreline Stabilization Area, identifies the area where shoreline stabilization and erosion issues must be considered. This Plan intends that the 100-year erosion limit of Lake Ontario will not have a substantial impact to the development of the Secondary Plan, as the erosion hazard can be adequately overcome by protective measures approved by the Niagara Peninsula Conservation Authority and Ministry of Natural Resources. However, a program of shoreline protection is required and should include, in addition to being designed in accordance with coastal engineering standards and practices, habitat enhancement, naturalization of selected areas of the shoreline, preservation of significant shoreline features and bioengineering stabilization of the shoreline slope where appropriate.

- m) The construction and maintenance of the protective shoreline measures shall be at the developer's expense. In recognition of the establishment of protective shoreline measures, the Plan establishes a 10 metre building setback from the Standard Wave Action Offset. No development is permitted within the 100-year erosion limit of Lake Ontario until protective shoreline measures are in place.
- n) 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 upon. The developer shall be responsible for undertaking the appropriate study in accordance with Sections 4.2.2 and 4.7 of the Official Plan.
- o) In recognition of the significance of the natural resource system associated with the shoreline it is a requirement of this Plan that the design of shoreline protective measures include vegetative areas and plantings that appropriately address the aesthetic and natural resource values of the shoreline.

8.4 OPEN SPACE DESIGNATION

Intent

- a) It is the intent of this Secondary Plan that the areas identified as Open Space on Schedule 'A' – 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 Open Space hierarchy for the Secondary Plan Area is comprised of the following components:
 - i. Parks;
 - ii. Urban Squares; and,
 - iii. Pocket Parks;
- c) Open Space uses are permitted throughout the Secondary Plan Area and as such may not be specifically identified on the maps at this time. Although parks are identified on Schedule 'A' – Land Use, the policy framework requires that additional contributions to the public realm network are required where urban development forms prevail. These urban squares and pocket parks may be publicly or privately owned, and are to be accessible to the public by legal agreement.

Permitted Uses

- d) Open Space uses may include lands for active and passive recreation uses, including public and private parks, museums, facilities, beaches, playfields, and similar uses.
- e) Conservation uses are encouraged within the Open Space Designation, although lands within the Natural Heritage System shall not be considered acceptable as any component of the required parkland dedication. The Town will require, on lands in an Open Space Designation in proximity to the Natural Heritage System, 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.
- f) Accessory commercial uses may be considered where deemed appropriate and supportive of the primary recreational use.

General Policies

- g) The following policies apply to the Open Space Designation in the Secondary Plan Area:
 - i. Open Space shall be provided in accordance with Schedule 'A' – Land Use;
 - ii. Open Spaces, will be safe, secure, and accessible to the public;
 - iii. Comprehensive maintenance schedules will be developed by the Town for all Open Spaces, including existing and new, to ensure safe, accessible and healthy landscapes;
 - iv. The design of Open Spaces will prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the 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 Open Spaces;
 - vi. 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 Open Spaces;
 - vii. Open Spaces may include Public Art;

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- viii. Open Spaces will include high quality, barrier free programmable space that can accommodate the needs of Open Space users and facilitate socializing, special events and recreation; and,
 - ix. Open Spaces will create and enhance opportunities for greening, and shall be appropriately linked with other elements of the Natural Heritage System.
- h) Parkland shall be dedicated to the Town in accordance with the legislative framework provided by Section 42 of the Planning Act. For the Prudhommes Secondary Plan Area, parkland shall be provided as follows:
- i. 2% of the gross land area for all non-residential development forms;
 - ii. For residential development, a minimum of 5% of the gross land area, up to the maximum alternative parkland dedication requirement of 1 hectare for every 300 dwelling units;
 - iii. For mixed use developments the parkland dedication requirement shall be pro-rated based on the number of dwelling units and the Gross Floor Area relationship between the residential and non-residential development elements.
- i) All forms of Open Space development shall be consistent with the Demonstration Plan that is appended to this Secondary Plan.

9.0 MOBILITY AND ACTIVE TRANSPORTATION

9.1 GENERAL MOBILITY POLICIES

- a) The road network serving the Secondary Plan Area will be developed under the principle of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles.
- b) The policies applicable to the provision of transportation services within this Secondary Plan are within Part 6, Section 6.1 of the Official Plan. Notwithstanding the provisions of Section 6.1, roads shall be provided in accordance with the provisions and standards established through this Secondary Plan, and consistent with the Demonstration Plan attached to this Plan as Appendix A.
- c) Final route alignments, designs and requirements for roads, trails and other components of the active transportation system shall be established based on the findings and recommendations of the Traffic Impact Assessment. This study shall be completed and the requirements for all active transportation system components confirmed to the satisfaction of the Town in consultation with other agencies having jurisdiction, prior to approval of development within the Secondary Plan Area.
- d) Road classifications and right-of-way requirements established by this Secondary Plan shall be subject to confirmation through the further studies required by this Secondary Plan. Minor revisions to these requirements to incorporate design features such as streetscaping and bikeways may be made without further Amendment to this Secondary Plan, provided the requirements are established and confirmed through detailed studies and development approvals.

9.2 ROAD NETWORK

9.2.1 North Service Road

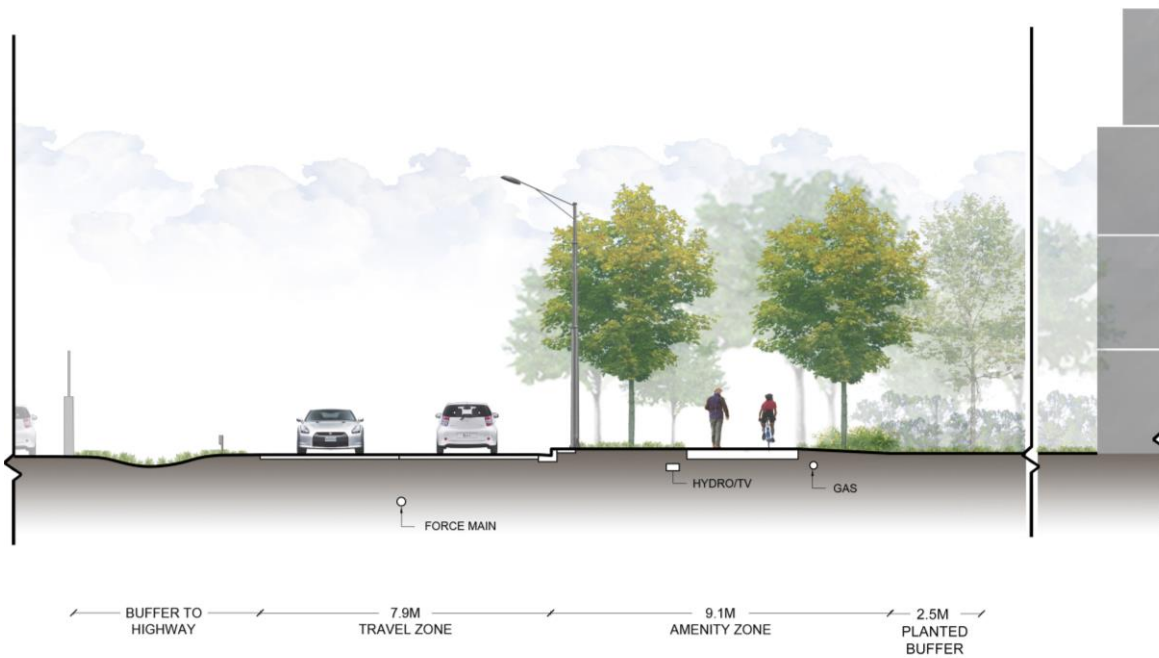
- a) The North Service Road will have a right-of-way width of approximately 22.0m to allow for the potential public program that may occur on the north side of the road that is part of Prudhommes.
- b) The North Service Road shall include a 7.9m travel zone including 2 travel lanes.
- c) The North Service Road shall include an amenity zone of 9.1m on the north side that includes a 3.0m planted boulevard, a 3.0m multi-use trail.
- d) The North Service Road shall include a minimum 2.5m planted buffer adjacent to the property line that complements the 14.0m setback to the commercial and employment building faces on the north side

- e) The North Service Road shall be consistent with the Design Policies of this Plan.

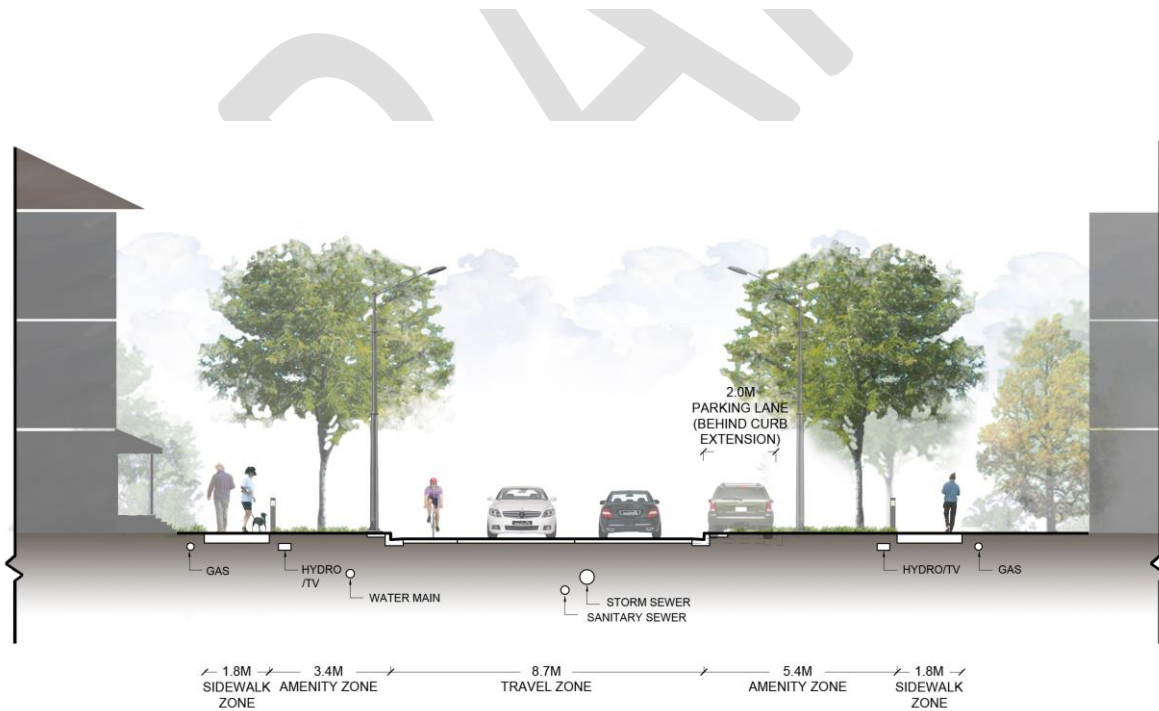
9.2.2 Collector Roads

- a) Collector Roads will have a right-of-way width of 21.0m and will include on-street parking, a dedicated bicycle lane, sidewalks on both sides, and landscaping in the boulevards.
- b) Collector Roads shall include an 8.7m travel zone including two travel lanes and a dedicated 1.5m bike lane.
- c) Collector Roads shall include amenity zones of 5.1m on one side that includes tree planting and 7.2m on the opposite side that Collector Roads will include tree planting and curb extensions with integrated on-street parking.
- d) Collector Roads shall include a 1.8m wide sidewalk zone on both sides of the street.
- e) All Collector Roads within the Secondary Plan Area shall be consistent with the Design Policies of this Plan.

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NORTH SERVICE ROAD

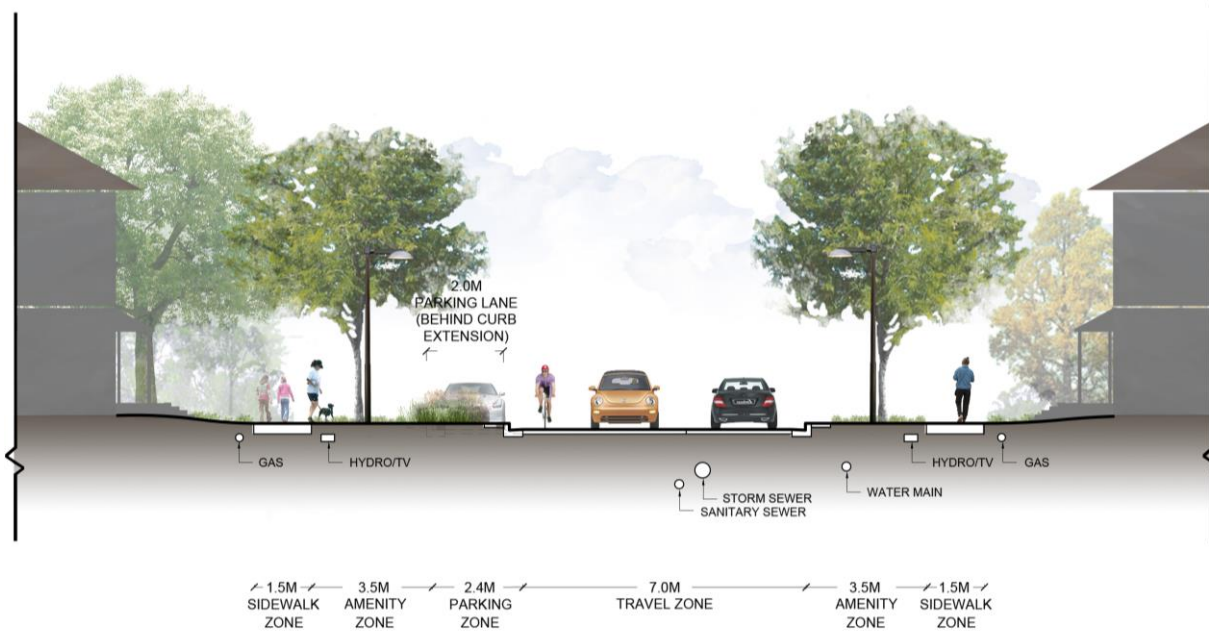


COLLECTOR ROAD

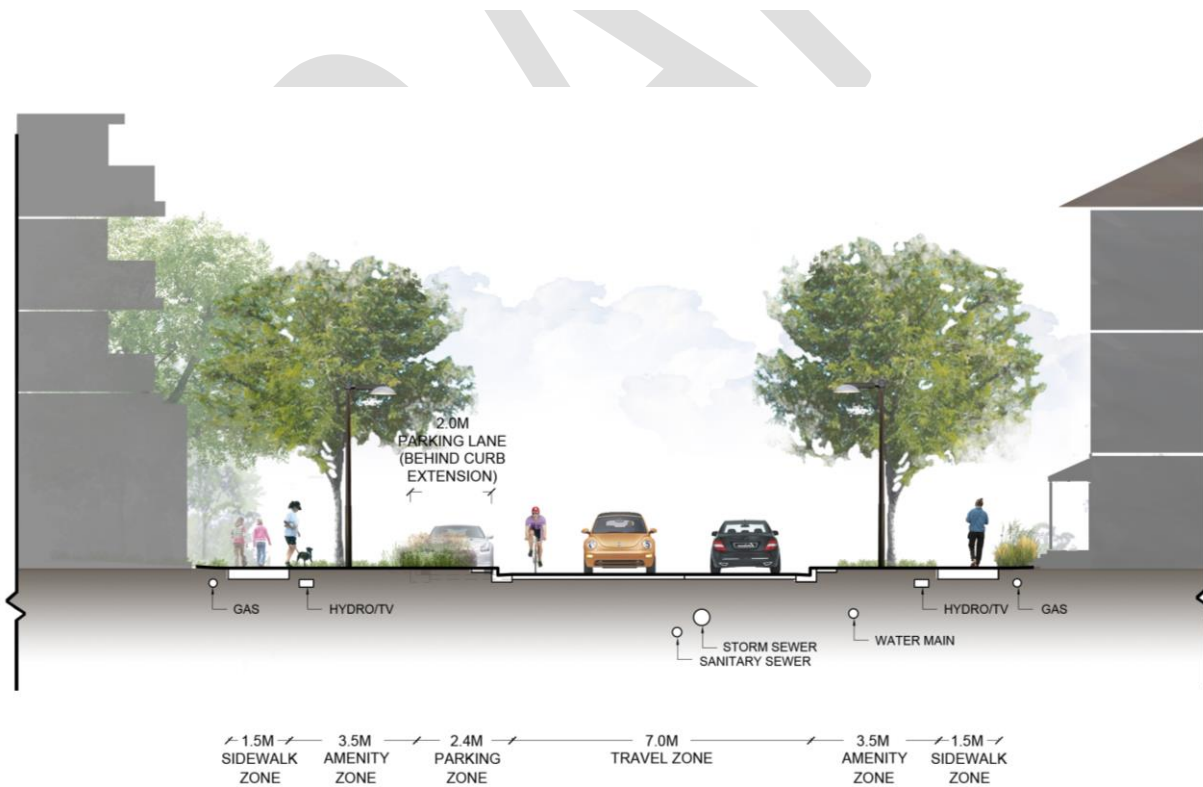
9.2.3 Local Roads

- a) Local Roads are identified on the Schedules to this Plan. Their primary functions are to ensure a fine-grained development block pattern, and to provide view corridors through the development areas to Lake Ontario. Minor 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) 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.
- c) Local Roads will have a right-of-way width ranging from 19.0m to 20.0m and designed to accommodate on-street parking, sidewalks on both sides and landscaping in the boulevards. Further to this, Local Roads shall include:
 - i. A 7.0-8.0m travel zone including 2 travel lanes and integrated bike lane.
 - ii. A 2.0m wide parking lane behind curb extensions.
 - iii. Amenity zones of 3.5m on both sides of the street that includes tree planting.
 - iv. A 1.5m wide sidewalk zone on both sides of the street.
- d) All Local Roads within the Secondary Plan Area shall be consistent with the Design Policies of this Plan.

Prudhommes Secondary Plan



LOCAL ROAD

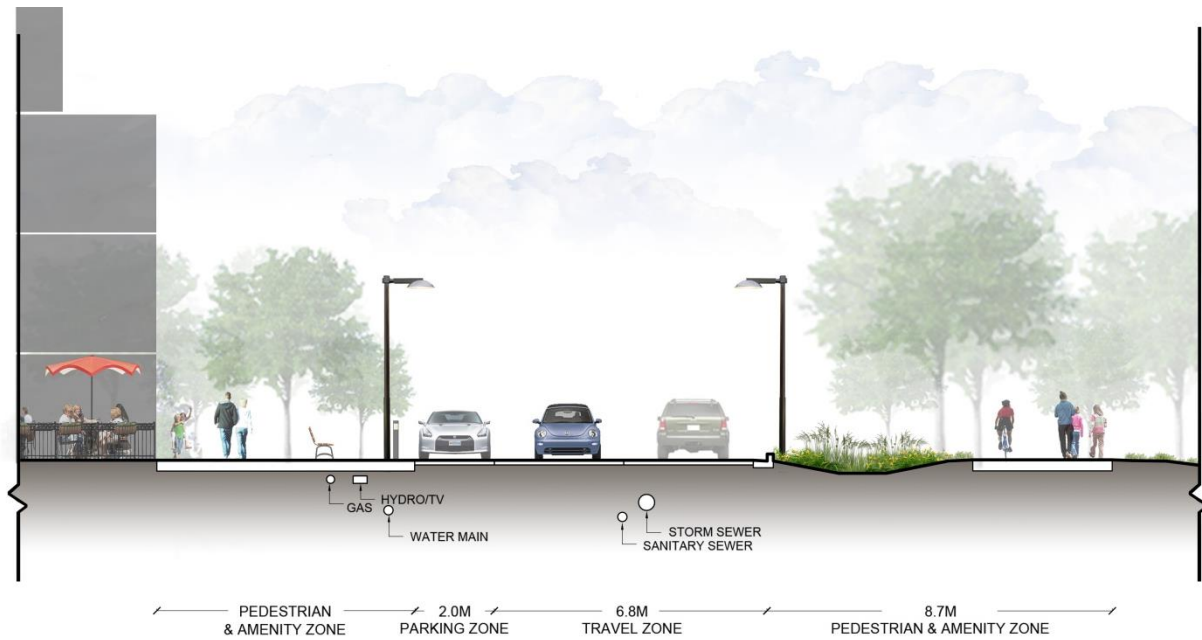


LOCAL ROAD, MID-RISE RESIDENTIAL

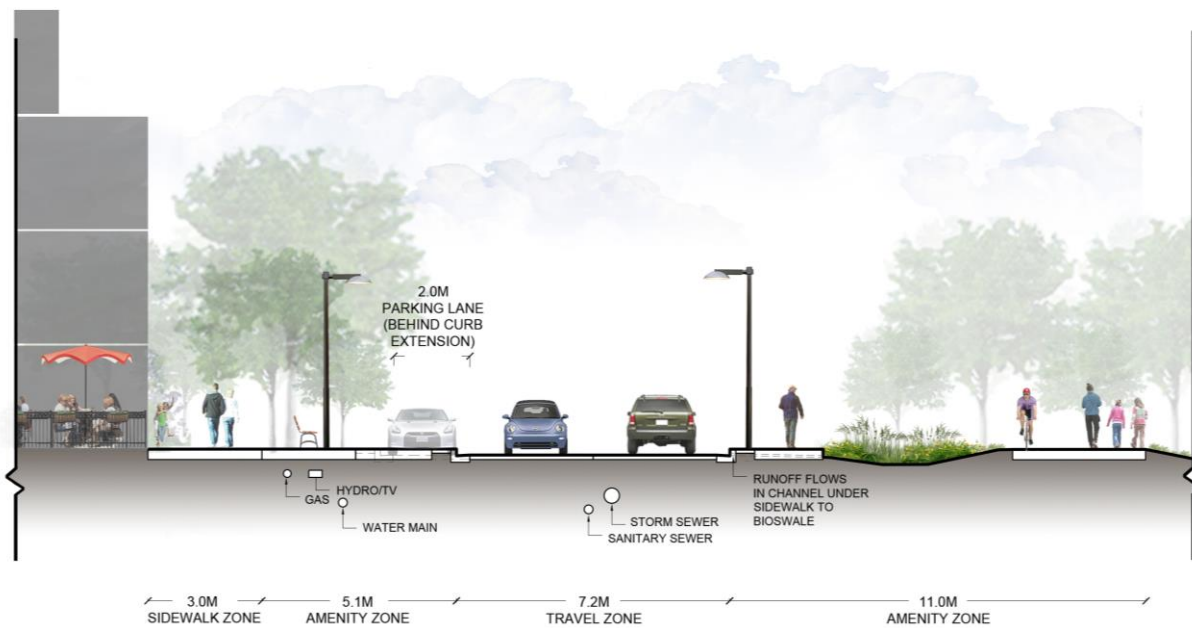
9.2.4 Waterfront Promenade

- a) The Waterfront Promenade will have a right-of-way width ranging from 24.0m (curbless) to 26.5m (with curbs) depending on which road profile is applied (with or without curb).
- b) The dimensions for the street with curb shall include:
 - i. A 7.2m travel zone including 2 travel lanes and integrated bike lane.
 - ii. Amenity zones of 5.1m on the south side that includes tree planting, street furniture, and curb extensions with integrated on-street parking and 11.0m on the north side including a 1.8m sidewalk, 3.5m multi-use trail and the bioswale.
 - iii. A 3.0m sidewalk zone on the south side adjacent to buildings.
- c) The dimensions for the street without curb shall include:
 - i. A 6.8m travel zone including 2 travel lanes and integrated bike lane and 2.0m parking zone.
 - ii. Amenity zones of 6.0-6.5m on the south side that includes tree planting, street furniture, and pedestrian zones.
 - iii. A 8.7m amenity zone on the north side including a 3.5m multi-use trail and the bioswale.
- d) The Waterfront Promenade will generally include on-street parking, integrated bicycle lane, amenity zones with landscaping and street furniture, and sidewalk and multi-use trail.
- e) The Waterfront Promenade shall be consistent with the Design Policies of this Plan.

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WATERFRONT PROMENADE, NO CURB

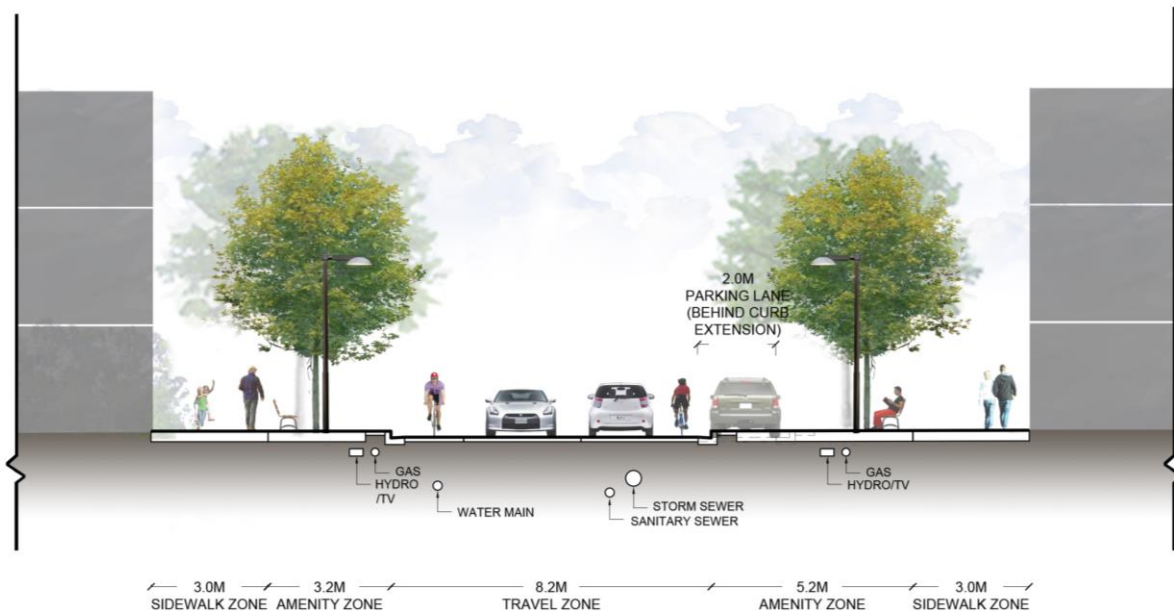


WATERFRONT PROMENADE, CURB AND BIOSWALE

Prudhommes Secondary Plan

9.2.5 Main Street

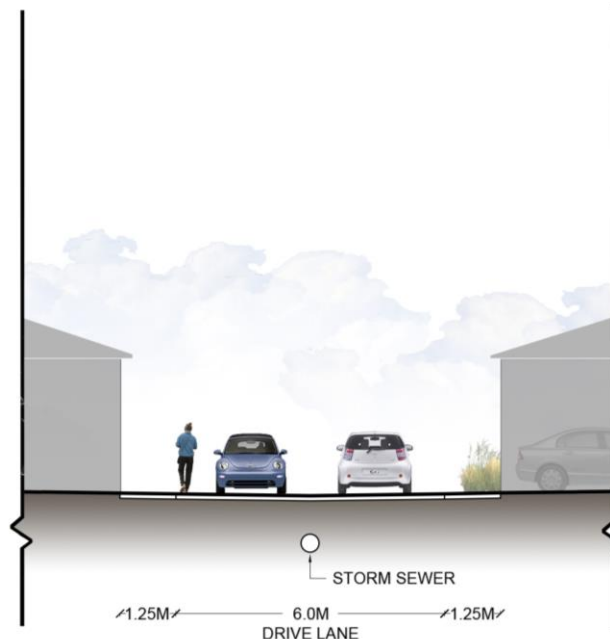
- a) The Main Street will have a right-of-way width ranging from 22.5 to 23.0m and generally consist of on-street parking, dedicated bicycle lane, amenity zones with high quality landscaping and street furniture, and sidewalks on both sides.
- b) The Main Street will consist of:
 - i. An 8.2m travel zone including two travel lanes and a dedicated 1.5m bike lane.
 - ii. An amenity zone of 6.2m on one side that includes tree planting, street furniture, and a 3.0m sidewalk.
 - iii. An amenity zone of 8.2m on the opposite side that includes tree planting, street furniture, and a 3.0m sidewalk, and curb extensions with integrated on-street parking.
- c) The Main Street shall be consistent with the Design Policies of this Plan.



MAIN STREET

9.2.6 Lanes

- a) Where lane-based development is provided, the following shall 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 8.5m shall be permitted for lanes for grade related residential dwelling blocks. Wider lanes may be required for blocks sited with low-rise apartment, mixed-use, mid-rise, and high-rise buildings.
 - iii. The use of permeable materials shall be encouraged in lane construction to assist in stormwater management within the community.
- b) Lanes will have a right-of-way width of 8.5m and generally consist of:
 - i. a 6.0m paved drive lane that can accommodate two car widths; and,
 - ii. 1.25m paved shoulders on each side to accommodate pedestrians and wider vehicles or emergency vehicle when required.



LANES

9.2.7 Interchange Improvement Protection

- a) Development within this Secondary Plan may proceed with no improvements to the existing Victoria Avenue interchange up to a maximum of 1,200 dwelling units. There shall be no limitation on non-residential development forms.
- b) Following the achievement of the 1,200 unit cap, an analysis will be carried out to determine the requirements for interchange improvements that will facilitate the development of the remainder of the Secondary Plan Area. This work will be carried out by the Town, in consultation with the Region and the Ministry of Transportation. It will be carried out at the expense of benefitting landowners.
- c) Required improvements to the various ramps of the QEW and Victoria Avenue interchange that will facilitate the full build out of the Secondary Plan Area will be the responsibility of the developer and/or the Province of Ontario.
- d) The Collector Road that connects with the existing traffic lights at the existing interchange shall be a one-way connection, allowing traffic only to exit the Prudhommes Secondary Plan Area.

9.2.8 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.
- b) Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.

9.2.9 Transit Supportive Development

- a) 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 Plan promotes higher densities and compact development to support future transit services, reducing the need for automobile use and greenhouse gas emissions.
- b) This Plan is designed in anticipation of a regional transit service (GO) 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 paths system to further the accessibility of transit; and,
- iii. 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.

9.2.10 Gateways

- a) Schedule 'C' – Urban Design Features identifies one major and four minor gateways across the Prudhommes 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, related to the stormwater management facility.
 - iii. The coordinated urban design for all corners of the gateway location is required. If corners have buildings, massing, orientation and principle detailing should be similar.
 - iv. The massing and design of buildings should indicate the important gateway location.
 - v. Where possible, a centre median with a minimum width of 3.5m and boulevard treatment should be introduced at the southern entry points at Main Street and the waterfront promenade from North Service Road for added emphasis at these gateways.

9.3 ACTIVE TRANSPORTATION

- a) This Secondary Plan provides for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling.
- b) This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
- c) Sidewalks, bike lanes, and multi-use paths will connect to the road network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.
- d) 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 are designed to enhance accessibility for all residents and will comply with the AODA.

9.3.1 Road Network and Block Pattern

- a) This Plan requires that a highly walkable community is developed based on an interconnected network of roads 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 roads - including Regional Roads, Collector Roads, Local 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 be designed to a maximum of 250 metres.
- c) Cul-de-sacs, crescent roads, and loop roads will not be utilized unless they are located and provide pedestrian connections to adjacent or nearby significant infrastructure, or are abutting the Natural Heritage System.
- d) Back lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- e) The road network shall be designed to provide vistas and view sheds to Lake Ontario, public parks and open spaces and to the Natural Heritage System to assist in the creation of a sense of place. A single-loaded Waterfront Promenade will be a central design element of this Plan.
- f) All roads will be designed as important components of the public realm, providing a network that is appealing for pedestrians, cyclists, motorists and in the longer term, transit users.

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 roads. 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 systems to integrate community circulation.

- i. Sidewalks shall be provided on both sides of all roads. Sidewalk widths shall be as follows:
 - 1.5 metres on Local Roads;
 - 1.8 metres on Collector Roads, the Waterfront Promenade, and the North Service Road; and,
 - 3.0 metres along the Main Street.
- c) All sidewalks shall be designed to enhance accessibility for all residents and will comply with the AODA.
- 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 when determining appropriate locations for larger equipment and cluster sites.
- 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.
 - i. Pedestrian crossings shall:
 - Have a minimum width of 2.0 metres;
 - 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;
 - Be highly visible to motorists and include appropriate signage;
 - Be continuous and connected to adjacent sidewalks;
 - Minimize the height of the curb cuts to facilitate wheel-chair and stroller usage; and,
 - 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 roads, 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 and the type of species;
 - 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, native tree species shall be considered and delivered along each road.

9.3.3 Multi-Use Trails

- a) Multi-use Trails are a component of the active transportation network for use by pedestrian, 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 within the Natural Heritage System, stormwater management facilities, parks and open spaces, and the sidewalks and bike lanes within the road system;
 - ii. Elements of the multi-use trail system will be promoted across the QEW, linking this Plan with the Twenty Valley Tourism Area and beyond;
 - iii. Right-of-ways for the multi-use trails network that are not already on public lands, will be dedicated to the municipality as part of the land requirements for transportation;
 - iv. Multi-use trails, where adjacent to the road system, will generally be separated from the road right-of-way by a landscaped berm;
 - v. Where a multi-use trail is adjacent to, and within the prescribed buffer of the Natural Heritage System, 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:
 - i. Be a minimum width of 3.5 metres, up to 6.0 metres;
 - ii. Have slopes under 5 percent;
 - iii. Require the use of permeable materials;
 - 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.

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 roads, multi-use trails and within parks and 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.

9.3.5 Traffic Calming

- a) Traffic calming will be achieved on neighbourhood roads by using:
 - i. Pedestrian-priority roads, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists);
 - ii. Road design that discourages vehicle speeding through ROW curvature, complimentary streetscape design, building proximity to the road and boulevard street tree planting.
 - iii. Minimum 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 road 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.

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.

9.3.7 Parking

- a) Locating parking within the front yard of properties adjacent to the road, detracts from creating a welcoming and safe pedestrian environment. As such, the Secondary Plan shall require:
 - i. A minimum of 50% of detached, semi-detached, and street townhouse dwelling units within the community to have parking spaces located to the rear of buildings, accessed through rear alleys or laneways; and,
 - ii. For all other building forms and uses, parking will be located away from the road, to the rear, to the side, or located in structure.
- b) Alternative parking requirements will be required to address new development forms and broader community needs.
 - i. On-street parking spaces shall be provided for a minimum of 40% of the total number of single detached, semi-detached, and townhouse units in the development
 - ii. For lands subject to Site Plan Approval, parking will be addressed at the site plan approval stage.
 - ii. For all other building forms and uses, development shall include parking for vehicles and bicycles located at-grade and/or located within a structure. All development shall also include appropriate spaces for visitors parking, and parking for persons with disabilities.
- c) In addition, all other building forms and uses, development shall include parking for bicycles, in accordance with the following. Bicycle parking shall be considered as follows:
 - 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 include light coloured and porous/permeable paving surfaces and shall incorporate some, or all of the following:
- i. Appropriate building orientation, including building entrance locations;
 - ii. Clearly defined pedestrian access, connectivity and circulation routes; and,
 - iii. Tree planting and other landscaping elements, including landscaped islands and screening from adjacent uses with planting.

10.0 PROVIDING SUSTAINABLE SERVICES

10.1 SANITARY SEWAGE AND WATER SUPPLY SERVICES

10.1.1 Sanitary Sewer System

- a) 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 and outside of the Secondary Plan Area, as specified by the Town. Over sizing costs to accommodate existing development may be paid by the Town.
- b) Development of the Secondary Plan Area will require upgrades and expansion to the Laurie Avenue Sewage Pumping Station and forecmain, as well as the Victoria Avenue Sewage Pumping Station and the downstream conveyance systems which are owned and operated by Niagara Region. All improvements and upgrading to these Regional facilities have been identified in the Regional Development Charges By-law No. 2017-68 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.
- d) 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 frontages of the commercial and industrial operations. The cost of the improvements will be borne of the affected property owners. The new pumping station is required to be design and constructed in accordance with Regional Design Standards and to be reviewed and approved by the Niagara Region.

10.1.2 Water Distribution System

- a) A number of watermain 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 installation of a watermain along Jordan Road from Fourth Avenue and the 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 Charge By-law. Nonetheless, the municipality contemplates that “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.

10.2 STORMWATER MANAGEMENT

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 risks 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.

10.2.2 Water Use and Management

- a) 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 system.
- b) Encourage innovative stormwater retention and run-off techniques and practices such as:

- i. Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
 - ii. Inclusion of third pipe greywater systems and rain water harvesting for watering lawns, gardening, to reduce demand on potable water use;
 - iii. 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;
 - iv. Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
 - v. Use infiltration trenches, dry swales and naturalized bioswales to improve on-site infiltration.
- c) Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
 - d) Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy.
 - e) Consider a rainwater harvesting program to provide the passive irrigation of public and/or private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks and/or infiltration trenches.
 - f) Encourage xeriscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a residential and community-wide level.
 - g) Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
 - h) Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

10.3 UTILITIES

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

- b) 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 minimize disruption; and,
- c) Utility services 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, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.

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Prudhommes Secondary Plan

11.0 IMPLEMENTATION

- a) The Secondary Plan shall be implemented in accordance with the requirements of the Planning Act, Development Charges Act, and other applicable legislation, including Part 4, Section 3 of the Official Plan.
- b) The entire Secondary Plan Area may be subject to a Community Improvement Plan. Further, lands that accommodate retail and other commercial business uses shall be encouraged to initiate a Business Improvement Area.
- c) All development shall be subject to the policies of the Official Plan.
- d) In accordance with the policies set forth under Section 9.8 of 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 “B” – Building Height, and the policies of this 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 Town of Lincoln Official Plan, and the provisions of Section 37 of the Planning Act.
 - ii. In addition to i., the Town may only consider an increase in height under the following circumstances:
 - The development is in conformity with the maximum height limit as established on Schedule ‘B’ – Building Height, and is representative of good planning;
 - 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 the Prudhommes Area, and within 500 metres of the development;
 - Where cash-in-lieu of a community benefit is accepted by the Town, the funds shall be spent on appropriate community benefits within the Prudhommes 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.

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- iii. Height bonusing shall not be considered within the low-rise residential designation, except through an Official Plan Amendment that considers comprehensively, all of the relevant policies of this Plan and the Town of Lincoln Official Plan.
- iv. In determining community benefits accrued under Section 37 of The Planning Act, the following shall be considered priorities within the Prudhommes Area:
 - Improvements to Park Spaces and other components of the Open Space Network;
 - Improvements to Streetscapes;
 - Enhanced Public Art;
 - Establishment of new, or expansions to existing non-profit community services and facilities, including child care;
 - Improvements to library facilities;
 - Improvements to public transit; and/or,
 - Provision of Affordable Housing Units.
- e) The lands that are subject to future development shall proceed by way of an Amendment to the Zoning By-law. Applications shall comply with the policies regarding complete applications in Part 4 of the Official Plan.
- f) Lot creation shall proceed primarily by way of Plan of Subdivision or Condominium. Applications for consent, and that do not impact the integrity of the Secondary Plan, may be considered:
 - i. For lands where plans of subdivision or condominium are not appropriate;
 - ii. For lands that have not been included in a plan of subdivision or condominium;
 - iii. For technical purposes; or
 - iv. In the case of part lot control.
- g) As a condition of draft plan of subdivision approval 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 C.. 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 Policies has been implemented.

- h) Air quality, noise and vibration studies are required for any development of a sensitive land use that is located adjacent to a major facility such as a the QEW, an industrial use, sewage or water treatment facility, pumping station, or a landfill operation.
- i) Development in the Secondary Plan is to proceed based on a Natural Heritage System and Natural Heritage Enhancement Area restoration and compensation agreement executed between the Town and the landowner and the associated Letter of Credit.
- j) A Record of Site Condition under the Environmental Protection Act (EPA) for the change to a more sensitive land use (i.e. institutional, parkland, residential) shall be required.
- k) Stage 1 and 2 Archaeological Assessments are required for all lands within the Secondary Plan, due to proximity (within 300m) to watercourses and feeder creeks/streams.

SCHEDULES

- ‘A’ - Land Use
- ‘B’ – Building Height
- ‘C’ – Urban Design Features
- ‘D’ – Active Transportation
- ‘E’ – Constraints