

**AMENDMENT NUMBER 4
TO THE
OFFICIAL PLAN
OF THE
TOWN OF LINCOLN**

CERTIFIED A TRUE COPY



CLERK, REGIONAL MUNICIPALITY OF NIAGARA

AMENDMENT NUMBER 4

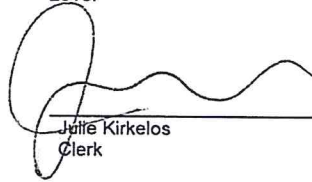
TO THE

OFFICIAL PLAN

OF THE

TOWN OF LINCOLN

Official Plan Amendment Number 4 was adopted by the Council of the Corporation of the Town of Lincoln by By-law No. 2018-32, in accordance with the provisions of Section 17(22) of the Planning Act, R.S.O. 1990, and amendments made thereto on the 22nd day of May, 2018.



Julie Kirkelos
Clerk



Sandra Easton
Mayor

THE CORPORATION OF THE TOWN OF LINCOLN

BY-LAW NO. 2018-32

**A BY-LAW TO ADOPT AMENDMENT NO. 4 TO THE
OFFICIAL PLAN FOR THE TOWN OF LINCOLN**

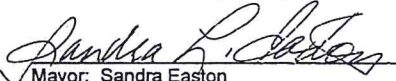
WHEREAS the Council of the Corporation of the Town of Lincoln in accordance with the provisions of The Planning Act, R.S.O. 1990, hereby enacts as follows:

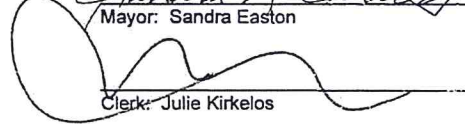
1. THAT Amendment No. 4 to the Official Plan for the Town of Lincoln, being the attached text and schedules, is hereby adopted.
2. THIS By-law shall come into force and take effect on the date of passing thereof.

BY-LAW read a FIRST time this 22nd day of May, 2018.

BY-LAW read a SECOND time this 22nd day of May, 2018.

BY-LAW read a THIRD time and FINALLY PASSED this 22nd day of May, 2018.


Mayor: Sandra Easton


Clerk: Julie Kirkelos

AMENDMENT NUMBER 4

TO THE

OFFICIAL PLAN

FOR THE

TOWN OF LINCOLN

PART 1 – THE PREAMBLE

1.1 TITLE

This Amendment when approved by the Region shall be known as Amendment Number 4 to the Official Plan of the Town of Lincoln.

1.2 COMPONENTS

This Amendment consists of the explanatory text and the attached maps identified as Schedule B7 to Schedule B12-3. The preamble does not constitute part of the actual amendment, but is included as background information.

1.3 PURPOSE

The purpose of this Amendment is to amend the Town of Lincoln Official Plan to promote redevelopment in a compact built form in proximity to the recommended potential future Beamsville GO Rail station within the Beamsville GO Station Secondary Plan area. The plan will encourage growth in forms appropriate to support this public transit initiative, as outlined in the 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan).

1.4 LOCATION

As shown on the attached Schedule B7, the subject lands are located in the Beamsville area, generally being bound by North Service Road to the north, the Urban Boundary/Friesen Boulevard/Alexandra Avenue to the south, Lincoln Avenue to the west, and Christie Drive/Bartlett Road to the east.

1.5 BASIS OF THE AMENDMENT

The Beamsville GO Station Secondary Plan has been prepared to provide a vision and planning framework that will guide future transit-supportive development and redevelopment in the area of the recommended future GO Station located off Ontario Street. The plan provides long range policy guidance for:

- Land use;
- Transportation, including walking, cycling, transit and road networks;
- Urban design and public realm improvements, including design of complete streets and communities; and,

- Implementation.

The Secondary Plan has been prepared to align and implement a wide range of local, Regional and Provincial policies, including the policies of the Regional Official Plan, Regional Transportation Master Plan, the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Greenbelt Plan.

PART 2 – THE AMENDMENT

2.1 PREAMBLE

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the explanatory text and the attached maps identified as Schedules B7 to Schedule B12-3 constitute Amendment Number 4 to the Official Plan of the Town of Lincoln.

2.2 DETAILS OF THE AMENDMENT

MAP AMENDMENTS

1. The following Schedules are added to the Official Plan:

Schedule B7: GO Station Secondary Plan Land Use

Schedule B8: GO Station Secondary Plan Building Heights

Schedule B9: GO Station Secondary Plan Planned Road Network

Schedule B10: GO Station Secondary Plan Planned Active Transportation Network

Schedule B11: GO Station Secondary Plan Public Realm Improvement Plan

Schedule B12: GO Station Secondary Plan Figures

- Schedule B12-1: Cross Section: Ontario Street
- Schedule B12-2: Cross Section: Greenlane
- Schedule B12-3: Cross Section: Schematic Representation of Building Stepback for a Mid-Rise Building

TEXT AMENDMENTS

1. The following section is to be added to the Official Plan

3.1.15.5 Beamsville GO Transit Station Secondary Plan

3.1.15.5.1 Introduction

Vision for the Beamsville GO Transit Station Area

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

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

Maintaining the ‘small town character’ of Lincoln is an important goal in the Town’s Official Plan, and the vision for future development in the Beamsville GO Transit Station Secondary Plan Area is mindful of this. To support rapid transit expansion, the lands around the GO Transit Station will be planned with mid to high-rise residential and mixed-use development, as

required in accordance with Growth Plan policies pertaining to built form in the vicinity of a transit station. This growth should be focused along the north side of Greenlane, which will accommodate a range of mixed use built form. The intensification of this area will provide a transition between the stable residential lands to the south of Greenlane and the industrial uses to the north of the rail corridor and should incorporate new open spaces and community facilities.

The industrial lands to the north of the rail corridor will be protected for employment use and, where possible, will evolve to provide opportunities for denser forms of employment. New office commercial uses will be directed to locate along Ontario Street, facilitating a street edge while providing for a more compact built form in proximity to the GO Transit Station and highway interchange. Significant streetscape improvements will be directed to Ontario Street, to improve the public realm for pedestrians, cyclists and transit users. By 2041, the area has potential to accommodate an additional 1,300 people and 950 employees.

3.1.15.5.2 Beamsville GO Transit Station Secondary Plan Objectives

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

3.1.15.5.3 Secondary Plan Area Limits

The limits of the Beamsville GO Transit Station Secondary Plan Area are depicted on Schedule B7. The Secondary Plan Area extends approximately 800 metres around the GO Transit Station site and includes key properties that may redevelop as a result of the GO Transit Station, as well as corridors that will form important transportation arteries and connections to and from the GO Transit Station.

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

3.1.15.5.4 Land Use Policies

3.1.15.5.4.1 Land Use Structure

Lands within the Secondary Plan Area are designated one of the following land use categories, as depicted on **Schedule B7**:

- a) Low Density Residential
- b) Medium Density Residential
- c) High Density Residential
- d) Mixed Use
- e) Industrial
- f) Office Commercial
- g) Agricultural Area

- h) Parks and Open Space
- i) Natural Environment
- j) Transit Station Area

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

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

3.1.15.5.4.3 General Policies

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

- a) A use which is accessory to a permitted use;
- b) Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan, the Town's Zoning By-law, and this Secondary Plan;
- c) Public utilities, including water, wastewater and stormwater infrastructure (except within the Natural Open Space system);
- d) Town parks, public spaces, and recreational facilities;
- e) Trails and active transportation connections, such as pedestrian and cycling network improvements; and,
- f) Institutional uses, as outlined in this Beamsville GO Transit Station Secondary Plan.

Nothing in this Beamsville GO Transit Station Secondary Plan will prohibit the continued operation of legal non-conforming uses of land, buildings or structures within the Secondary Plan Area. Please refer to the Official Plan Section 9.14 on Non-Conforming Uses.

3.1.15.5.4.4 Overall Density Targets

The land uses of the Beamsville GO Transit Station Secondary Plan are identified to support an overall density target of 150 people and jobs per hectare. This threshold is identified within the 2017 Growth Plan policies with the goal of promoting ridership and encouraging transit-supportive development.

3.1.15.5.4.5 Low Density Residential

Planned Function

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

Permitted Uses

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

All new residential development within existing stable residential neighbourhoods shall be subject to site plan control in accordance with the policies in Section 9.10 of the Official Plan. For sites located along the intensification corridor indicated on Schedule A2 of the Town's Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

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

3.1.15.5.4.6 Medium Density Residential

Planned Function

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

Permitted Uses

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

All new Medium Density Residential development shall be subject to site plan control in accordance with the policies in Section 9.10 of the Official Plan. For sites located along the intensification corridor indicated on Schedule A2 of the Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

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

3.1.15.5.4.7 High Density Residential

Planned Function

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

Permitted Uses

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

All new High Density Residential development shall be subject to site plan control in accordance with the policies in Section 9.10 of the Town's Official Plan.

Density

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

3.1.15.5.4.8 Mixed Use

Planned Function

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

Permitted Uses

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

- a) Low and mid-rise apartments;
- b) Townhouses;
- c) Commercial uses; and
- d) Office uses.

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

All new Mixed-Use development shall be subject to site plan control in accordance with the policies in Section 9.10 of the Town's Official Plan. For sites located within the intensification area indicated on Schedule A2 of the Town's Official Plan, policies in Section 8.6.3.7 of the Official Plan will also apply.

Density

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

Form of Mixed Use Development and Redevelopment

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

3.1.15.5.4.9 Industrial

Planned Function

The planned function of the Industrial Area designation is to provide a range of employment uses with provisions allowing for a variety of lot sizes that offer flexibility for attracting and accommodating a wide range of industrial and associated employment uses.

Permitted Uses

Permitted uses include:

- a) Manufacturing;
- b) Processing;
- c) Servicing;
- d) Warehousing;
- e) Research and laboratories;
- f) Data processing and development; and
- g) Uses of similar nature (as per the Town of Lincoln Official Plan).

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

Form of Industrial and Redevelopment

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

The Secondary Plan envisions a comprehensively planned and high quality employment area with office and other employment uses. This area will serve as one of the gateways in the

Town, and as such, is intended to reflect a dedication towards a strong sense of place, sustainability, and economic development. Gateway design should be consistent with the policies in Section 3.1.15.5.5.1.1 of this Beamsville GO Transit Station Secondary Plan.

3.1.15.5.4.10 Office Commercial

Planned Function

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

Particular attention should be paid to architectural design, and the animation of streetscape with active building frontages, high quality public realm, and sustainable site design. Office Commercial areas shall be characterized by high quality buildings in an attractive pedestrian friendly, connected, and transit-supportive working environment as outlined in Section 3.1.15.5.5.1 of this Secondary Plan.

Permitted Uses

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

Permitted uses include:

- a) Office uses;
- b) Hotels, conference centres and banquet facilities;
- c) Medical clinics;
- d) Commercial schools;
- e) Personal service uses;
- f) Banks and financial services;
- g) Commercial parking garages (if associated with commercial/retail development);
- h) Commercial-recreational facilities;
- i) Complementary uses including licensed child care establishment, food service, restaurants and security services, may be permitted provided the uses are compatible with the development and operation of the surrounding industrial uses; and,
- j) Limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use.

Form of Office Commercial and Redevelopment

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

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

3.1.15.5.4.11 Agricultural Area

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

3.1.15.5.4.12 Parks and Open Space

Please refer to Section 3.6 of the Official Plan for the planned function and permitted uses within the Parks and Open Space designation. New recreation and open spaces shall be provided for based on the public realm policies, as outlined in the Urban Design Guidelines in Section 3.1.15.5.5 of this Secondary Plan.

In general, the public realm policies outlined in Section 3.1.15.5.5 are intended to ensure that a high quality public realm, open space, and protected environment is achieved. The policies define an open space framework that links outdoor spaces through the creation of new parks, gateways, streetscape improvements, and active transportation connections to create a unique, beautiful, and healthy public realm environment. The public realm policies also provide guidance and direction for future investment into new parks, trails, streetscapes, sidewalks, and green spaces.

3.1.15.5.4.13 Natural Environment

Natural Environment areas within the Secondary Plan area have been identified on Schedule B7. Please refer to Section 2.4 of the Official Plan for policies relating to Natural Environment Areas.

3.1.15.5.4.14 Transit Station Area

The Transit Station Area should enhance traveler amenities, including internal pedestrian pathways, retail, shared commuter parking etc. The future land use and development of this area will be subject to the land use and urban design policies contained in Section 3.1.15.5.5 of this Secondary Plan.

Depending on the amount of space needed for parking at the GO Transit Station site, there may also be opportunities for on-site intensification and mixed-use development. Parking

demand estimates will be confirmed through the detailed station design that would be undertaken by Metrolinx.

3.1.15.5.4.15 Land Use Compatibility

Employment Uses

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

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

Active Rail

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

Provincial Highway

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

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

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

3.1.15.5.4.16 Building Height

The planned maximum building heights are shown on Schedule B8. The heights depicted on Schedule B8 are intended to reflect the planned maximum number of storeys and the following policies apply:

- a) On a site-by-site basis, the Town may allow for marginally taller buildings where the findings of supporting studies, such as an urban design study and light/shadow study, can demonstrate that there are no negative impacts on adjacent properties;
- b) The Town may require a peer review for any studies which propose to exceed the planned building heights; and,
- c) All developments which are proposed to be taller than 6 storeys and are adjacent to existing residential communities or parks shall require a light/shadow study and an urban design study to demonstrate how the development fits within the context of the site and surrounding area.

In accordance with Section 9.8 of the Official Plan, the Town may consider the requirement to provide community benefits pursuant to Section 37 of the Planning Act in exchange for increases in height and/or density of development beyond those permitted.

3.1.15.5.4.17 Transportation Policies

3.1.15.5.4.17.1 Transportation Network

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

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

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

3.1.15.5.4.17.2 Improvements and Enhancements to Transportation Network

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

- Road improvements and connections;
- Transit improvements; and,
- Active transportation improvements.

3.1.15.5.4.17.3 Planned Road Hierarchy

The planned road hierarchy is shown on Schedule B9, illustrating Arterial Roads, Collector Roads and Local Roads. The following policies describe the general planned function for each road type. Section 3.1.15.5.5 further elaborates on the unique functionality and design of the key streets within the Secondary Plan Area.

Arterial Roads (26 metre Right of Way)

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

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

Collector Roads (23 metre Right of Way)

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

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

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

Local Roads (20 metre Right of Way)

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

3.1.15.5.4.17.4 Planned Road Improvements and Connections

Schedule B9 illustrates new connections, road widening and other road improvement opportunities which are intended to support the implementation of the Secondary Plan. The current road network operates fairly effectively with few operational challenges. This will not change significantly with the forecasted travel demand resulting from the proposed compact built form as well as commuter traffic accessing/egressing the planned GO Rail service at the Beamsville GO Transit Station. The majority of improvements required to accommodate this increase in trips are operational, and focus on key intersections along the Ontario Street corridor. In addition to this, some limited increase in traffic level is anticipated on Lincoln Avenue as a potential by-pass of Ontario Street for local Beamsville residents.

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

The following summarizes the key road-related improvements (note that the numbers assigned coincide with those listed on Schedule B9 and are further described in Section 3.1.15.5.6):

- 1. Potential Additional North Access to the GO Transit Station and/or east access to Lincoln Avenue**

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

- 2. Geometric Improvements to Ontario Street at the South Service Road**

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

- 3. GO Transit Station Access**

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

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

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

3.1.15.5.4.17.5 Transit Station Area

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

- Access to the Transit Station Area for pedestrians, cyclists, transit users, kiss and riders, and carpool users;
- A sufficient supply of parking for commuters;
- Wayfinding solutions;
- Buffering and landscaping for natural heritage features and rural lands adjacent to and within the Transit Station Area; and,
- Opportunities for universal access and incorporation of sustainable design measures.

3.1.15.5.4.17.6 Active Transportation Network

The existing and planned Active Transportation Network is depicted on Schedule B10. The network is planned to improve connectivity for pedestrians and cyclists within the Secondary Plan Area and to surrounding areas.

3.1.15.5.4.17.7 Active Transportation Improvements

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

There are a number of active transportation improvements proposed for the area, including the following (as per Schedule B10):

- Bike Route/Lanes (on-road):
 - ◇ Ontario Street;
 - ◇ Greenlane;
 - ◇ Lincoln Avenue; and

- ◇ Neighbourhood streets.
- Multi-Use Trail (off road):
 - ◇ Connection between Greenlane and the GO Transit Station;
 - ◇ Connection between Greenlane and Friesen Boulevard;
 - ◇ Connection between the South Service Road and the GO Transit Station; and,
 - ◇ Connection between Ontario Street and the GO Transit Station.

3.1.15.5.4.17.8 Secure Bike Parking Facilities

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

3.1.15.5.4.17.9 Traffic Impact

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

3.1.15.5.4.17.10 Parking

Parking requirements are outlined in the Zoning By-law 93-14-Z1. Through the development approvals process, the Town may consider alternative parking requirements for mixed use and high-density developments including shared parking standards. The provision of underground parking should be encouraged, where appropriate.

3.1.15.5.4.18 Infrastructure Policies

3.1.15.5.4.18.1 Water and Sanitary Servicing

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

3.1.15.5.4.18.2 Municipal Servicing Study

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

3.1.15.5.4.18.3 Development Applications and Servicing Requirements

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

3.1.15.5.4.18.4 Sustainable Stormwater Management

The Town encourages innovative measures to help reduce the impacts of urban runoff and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels and green roofs.

3.1.15.5.4.18.5 Coordination of Public Works

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

3.1.15.5.5 Urban Design Guidelines

The Urban Design Guidelines are intended to inform and provide the guidance for achieving the intended vision, appearance and functionality of the Beamsville GO Transit Station Secondary Plan Area for local residents, commuters, visitors, business owners and patrons. The Guidelines are intended to complement and build upon the community design guidelines in Section 8 of the Official Plan and be implemented through the site plan process.

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

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

3.1.15.5.5.1 Urban Design Improvements

The urban design improvements are intended to enhance the attractiveness and functionality of the Secondary Plan Area. The planned Public Realm Improvement Plan is depicted on Schedule B11 and considers the following:

1. Major Gateway Improvement Area;
2. Minor Gateway Improvement Area;
3. Major Streetscape Improvement Area;
4. Minor Streetscape Improvement Area;
5. Potential New Public Space;
6. Public Space Improvement Area; and
7. Active Transportation Connections.

3.1.15.5.1.1 Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and are intended to create a strong sense of place. Presently, the Secondary Plan Area does not feature any prominent public space treatments at gateway locations and, accordingly, the Plan contemplates two levels of improvement:

- a) Major gateway improvements; and,
- b) Minor gateway improvements.

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

a) Major Gateway Improvement Area

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

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

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

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

b) Minor Gateway Improvement Areas

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

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

high quality mixed use development, street furniture, street trees, planting, and hard landscaping. New pedestrian realm enhancements should include signage and wayfinding. Pedestrian realm design treatments should be expanded to link the GO Transit Station with the commercial areas through the introduction of a new linear public space and sidewalk connections.

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

3.1.15.5.1.2 Streetscape Improvements

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

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

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

a) Major Streetscape Improvement Areas

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

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

Future active transportation connects have been identified for some of these streets and are discussed in Section 3.1.15.5.5.1.4 Active Transportation.

b) Minor Streetscape Improvement Areas

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

Future active transportation connections have been identified for some of these streets and are discussed in Section 3.1.15.5.5.1.4 Active Transportation.

3.1.15.5.1.3 Potential New Public Spaces and Public Space Improvements

Where new mixed-use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors. Where public spaces exist, improvements should be made to better serve the existing and planned community. New public spaces should be designed to be barrier free and to include a mix of design elements including, but not limited to, enhanced landscaping, shade trees, ample locations for seating and public art.

New public spaces should be located close to the street and be connected to the pedestrian network. New public spaces should also be connected with existing or planned transit stops. Schedule B11 identifies a number of potential new public spaces; however, the icons depicted are for illustrative purposes only and the need, location and design of public spaces shall occur through the future development application process. The icons depicted on Schedule B11 are not intended to be comprehensive, and additional new public spaces will be required through the development application process.

3.1.15.5.1.4 Active Transportation Connections

In addition to the existing and planned active transportation network, new active transportation connections are illustrated on Schedule B10. The network is intended to provide a finer grain network of pedestrian connections and is provided for illustration purposes. The expectation is that improvements to the pedestrian networks be made through the redevelopment process and their location would be confirmed at that time. The following planned active transportation connections have been identified:

- **New dedicated cycling lane along Ontario Street:** The cycling lane shall be designed to prioritize safety for cyclists moving along Ontario Street. Ontario Street is the main corridor linking the GO Transit Station with the surrounding commercial and residential areas. With the redevelopment of the properties directly adjacent to the Transit Station Area, Ontario Street will be provided with a dedicated protected cycling lane to provide an enhanced mobility split and seamless cycling connectivity with planned active transportation routes.
- **Active transportation improvement along Lincoln Avenue:** Lincoln Avenue is a key connector for residential areas in the western segment of the Secondary Plan Area, and presents some challenges with respect to its narrow width. An active transportation connection should be explored as part of future upgrades to this road, potentially in the form of a bike lane along one side of the street or widening of the road to accommodate sharrows or a dedicated bike lane in both directions.
- **Extension of bike routes along Greenlane:** The existing bike lanes on Greenlane should be extended east to Bartlett Road and west to Lincoln Avenue, to improve completeness of the bikeway network. These bike lanes should be protected from traffic by buffer zones.
- **Multi-use trail connections to the future GO Transit Station:** Non-vehicle access to the future GO Transit Station would be improved by multi-use trails connecting to the

major north-south and east-west corridors in the area, namely Ontario Street and Greenlane respectively.

3.1.15.5.5.1.5 Adjacent Development

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

- a) Complementary building orientation and massing;
- b) Enhanced architectural detailing;
- c) Linked private and public pedestrian connectivity;
- d) Enhanced private realm landscaping; and,
- e) Other elements as appropriate.

3.1.15.5.5.1.6 Implementation of Public Realm Improvements

The public realm improvements depicted on Schedule B11 shall be implemented through a future Community Improvement Plan, Public Realm Master Plan, the redevelopment approvals process, or as part of other municipal works. The improvements depicted on Schedule B11 are intended to support growth and intensification within the Secondary Plan Area. Additional public realm improvements should be implemented through the development approvals process, based on the needs of the proposed development. Section 3.1.15.5.6 of this Secondary Plan provides additional details regarding implementation.

3.1.15.5.5.2 Urban Design Guidelines for the Public Realm

3.1.15.5.5.2.1 Building Public Spaces for People

The Beamsville GO Transit Station Secondary Plan Area, and in particular, the lands surrounding Ontario Street and the QEW suffer from an inadequate public realm. Large setbacks, large streets fronting surface parking lots, highway-oriented development, lack of weather protection and outdoor public spaces, and small, poorly-defined sidewalks result in inadequate walking and cycling conditions. Key directions in the Secondary Plan, including the following text, provide solutions towards improving this condition.

Improving the public realm for pedestrians, cyclists and transit users will contribute to livable and animated streets and parks. As properties within the Secondary Plan Area redevelop and the area intensifies in population and visitors, it will be increasingly important to improve the public realm.

3.1.15.5.5.2.1.1 Boulevard Design

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

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

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

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

Development of these zones should adhere to the following guidelines:

Patio and Marketing Zone

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

Pedestrian Through Zone

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

Planting and Furnishing Zone

- The width of the planting and furnishing zone may range between 1.0 to 3.0 metres depending on available space.
- The planting and furnishing zone will contain street furniture, street trees, street lighting and other fixed objects.
- Tree plantings and landscaping should be optimized to provide sun protection and reduce heat islands and should consist of native species that are tolerant of local climate conditions.
- In hardscaped areas, trees should be planted in continuous tree trenches utilizing soil cells to encourage longevity and viability. Soil cells can be extended under on-street parking, multi-use paths and bike facilities where soil volume is critical.
- No elements located within the planting and furnishing zone should impede travel within the adjacent pedestrian through zone.
- The planting and furnishing zone can be hardscaped or softscaped or include a mix of both types of landscaping.
- The design of hardscaped and softscaped surfaces should be designed to promote low maintenance and durable materials.
- The planting and furnishing zone should be located a minimum of 0.5 metres to a maximum of 1.2 metres from on-street parking.

- Snow storage will likely occur in this area and all elements should be designed to accommodate and withstand snow loading.

Edge Zone

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

3.1.15.5.5.2.1.2 Ontario Street

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

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

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

Two gateways are proposed within the Secondary Plan Area: a major gateway at the intersection of Ontario Street and Greenlane, and a minor gateway where Ontario Street intersects with the Transit Station Area, south of the South Service Road. Gateway treatments for these sites should adhere to the guidelines established in Section 3.1.15.5.5.3.1.1 Gateway Features.

Excluding the patio and marketing zone, the design of Ontario Street is to be accommodated within a planned 26 metre public right-of-way (Schedule B12-1). The location of boulevard and street elements should be provided as illustrated. The following includes supportive design recommendations:

- Provide a pedestrian clearway / sidewalk of 2.1 metres on both sides of the street.
- Construct all sidewalks with brushed concrete and ensure they are barrier free.
- Provide a planting and furnishing and edge zone of 2.0 metres on both sides of the street.
- Provide dedicated, protected cycling lanes of 1.8 metres on both sides of the street, with a 0.5 metre buffer to protect cyclists from traffic (and other measures/considerations which would help to improve road safety for all users).

- Use signs and symbol markings for cycling facilities as per the Transportation Association of Canada (TAC) Bikeway Traffic Control Guidelines for Canada and OTM Book 5, 11 and 18.
- Provide two vehicle travel lanes of 3.3 metres in each direction.
- Use feature paving to delineate areas of pedestrian priority at the two gateways that intersect with Ontario Street.
- Locate decorative lighting within the planting and furnishing zone.

3.1.15.5.5.2.1.3 Greenlane

Greenlane is an east-west collector south of the rail corridor that provides access to Ontario Street and the Transit Station Area. Existing uses north of Greenlane include vacant lands east of Ontario Street and commercial, vacant and agricultural uses west of Ontario Street. Commercial uses consist of a strip mall anchored by a Sobeys and surrounded by surface parking. South of Greenlane, existing uses are primarily low-density residential with some vacant and agricultural uses also present. Refer to Schedule B7 Land Use Plan for Secondary Plan land uses.

One major gateway is proposed at the intersection of Greenlane and Ontario Street. Refer to Schedule B11 Public Realm Improvement Plan for further information. Gateway treatment for this location should follow the guidelines identified in Section 3.1.15.5.5.3.1.1 Gateway Features.

Excluding the patio and marketing zone, the design of Greenlane is to be accommodated within a planned 23 metre public right-of-way (Schedule B12-2). The location of boulevard and street elements should also be provided as illustrated on Schedule B12-2. The Greenlane Cross Section is located between Ontario Street and Carriage Road with mixed use development to the north and high density residential uses to the south. The design of Greenlane should include:

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

3.1.15.5.5.2.1.4 Street Furniture

Street furniture consists of the benches and seats, waste receptacles, shelters, fountains, weather protection, and other features that provide the setting for resting, sitting and eating, and social encounters within the public realm. For future road construction, as identified in Section 3.1.15.5.4.17 of this Secondary Plan, it will be important to properly locate street

furniture so that it does not impede pedestrian movement. Preferably, street furniture should be located within the Planting and Furnishing Zone (see Section 3.1.15.5.5.2.1.1). Other guidelines for street furniture include:

- The Town should select strategic locations for groupings of furniture that would benefit adjacent retail establishments and the public. For example, waste receptacles are appropriate near food establishments and benches are welcome near public spaces and cafes and patios. These locations should include the major and minor gateways along Ontario Street identified in Schedule B11 of this Secondary Plan.
- Groupings of benches should be located in new green/park spaces throughout the Secondary Plan Area.
- Street furniture should be designed with the aim of being accessible for all, including the disabled and elderly.
- Street furniture should be linked together, where appropriate, to stimulate social encounters.

3.1.15.5.5.2.1.5 Public Art

The design of public art should:

- Be located in high-use areas such as public parks, plazas, curb extensions, multi-use paths, etc. These locations should include the major and minor gateways along Ontario Street, areas allocated for potential public space improvements along Greenlane, and potential new public spaces north and south of the rail corridor, as per Schedule B11 of this Secondary Plan.
- Be limited near forms of traffic control (i.e. stop signs) to minimize driver distractions and sight-line obstructions.
- Durable and easily maintained.
- Reflect Secondary Plan policy for its coordination and maintenance.

3.1.15.5.5.2.1.6 New Public Open Spaces

Schedule B11 identifies new public open spaces or public open space improvements at the following locations:

- The intersection of Ontario Street and Greenlane serving as a major gateway to the Transit Station Area. See Section 3.1.15.5.5.3.1.1 Gateway Features for guidance related to the design of gateways.
- At the southwest corner of Ontario Street and the South Service Road serving as a minor gateway to the Transit Station Area.
- A transit plaza along the proposed Transit Station access street west of Ontario Street.
- A pedestrian crossing over the rail corridor west of Ontario Street.

3.1.15.5.5.2.1.7 Semi-Public Open Spaces

The majority of open spaces within the Secondary Plan Area will be semi-public open spaces. Their function will be similar to that of public open spaces, but the land will be under control of agencies such as Metrolinx or private developers via condominium corporations. Semi-public open spaces should be designed to:

- Provide direct access from adjacent public sidewalks.
- Be visible from active indoor areas.

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

A key semi-public open space has been included within the Public Realm Improvement Plan (Schedule B11) as a mid-point connection between Greenlane and the Transit Station Area within the mixed-use development west of Ontario Street. This recommended semi-public open space provides a view-corridor and direct pedestrian connections from Greenlane north to the Transit Station Area.

3.1.15.5.5.2.1.8 Landscaping

Providing improved landscaping, along Ontario Street and within public and semi-public open spaces, will help create visual continuity throughout the Secondary Plan Area. Trees shall be incorporated into public street design and will frame all streets and pathways with enhanced landscaping. These enhancements shall be a priority along the major and minor streetscape improvement areas identified on Schedule B11. Trees provide shade and comfort and enhance the visual and environmental qualities of the street. To sustain trees, planting should occur in sufficiently deep and wide planting areas which are backfilled with appropriate soil. Native and disease-resistant species for street trees should be used, wherever possible, to promote long-term growth. The following are landscaping guidelines that should be adhered to as the Secondary Plan Area develops:

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

3.1.15.5.2.1.9 Low-Impact Development

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

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

3.1.15.5.3 Urban Design Guidelines for the Private Realm

3.1.15.5.3.1 Site Design

A Strong Neighbourhood Framework

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

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

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

These lands are designated Office Commercial, Industrial or Mixed Use. It is critical that the design of these sites ensure that buildings contribute to a human scale while providing a fine-grained street and block network. Building floor plates should be appropriate to support intensification and innovative employment and tourism uses as well as transit investment. New buildings within the Secondary Plan Area should frame and address the street, with taller buildings located to minimize shadow impacts and maximize solar exposure. Tall buildings (over 6 storeys) are permitted south of the rail corridor.

3.1.15.5.3.1.1 Gateway Features

Gateways are proposed in two locations within the Transit Station Area: a major gateway for the intersection of Greenlane and Ontario Street, and a minor gateway where Ontario Street meets the entrance to the Transit Station Area, south of the South Service Road. The

demarcation of gateways are created through the provision of consistent elements such as signage and wayfinding, well-designed public open space, hardscaped or landscaped surfaces, public art and appropriate built form to provide orientation and to assist in defining a neighbourhood's distinct character. The design of gateway features should:

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

3.1.15.5.5.3.1.2 Access and Entrances

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

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

3.1.15.5.5.3.1.3 Parking

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

Surface Parking

- Surface parking lots should be divided into smaller "parking courts." Large areas of uninterrupted surface parking should be avoided.
- Surface parking areas should be located at the rear or side-yard of a building and should not be placed between the front face of a building and the sidewalk.
- Driveways to parking should be from rear lanes and side streets wherever possible.
- Shared parking and shared driveways between adjacent properties are encouraged. Where multiple access points currently exist, they should be consolidated where possible.
- Where appropriate, permeable paving should be considered to promote drainage.
- Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes that include pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface conditions.
- Distinctive pavement and pavement markings should be used to indicate pedestrian crossings and create an interesting visual identity.

- Clear, dedicated pedestrian routes at 1.5 metres wide (minimum) should provide direct connections from parking areas to building entrances.
- Pedestrian-scaled lighting should be provided along pathways.
- Preferential parking (i.e. accessible parking stalls, bicycles, car-share, and energy efficient vehicles) should be located close to building entrances.
- Provision of charging stations for electric vehicles should be considered.
- Parking along the rail corridor should be adequately screened with high quality landscaping.
- Parking on corner lots is discouraged. However, where required, it should be screened by landscaping.

Landscaping for Parking

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

Bicycle Parking

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

Structured Parking

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

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

3.1.15.5.3.1.4 Storage, Servicing and Loading

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

3.1.15.5.3.1.5 Front Property Setbacks

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

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

3.1.15.5.3.1.6 Rear Setbacks and Transitions

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

- 7.5 metre rear-yard setback from the abutting property line.
- 45-degree angular plane from the abutting property line for sites deeper than 36 metres.
- 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line on properties less than 36 metres deep.

3.1.15.5.5.3.1.7 Sites Abutting Open Spaces

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

3.1.15.5.5.3.2 Building Height and Massing

Getting the Right Fit

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

3.1.15.5.5.3.2.1 Mid- and High-Rise Building Design

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

These buildings should:

- Focus residential mixed-use density, to support the feasible integration of ground floor retail and amenity spaces surrounding the Transit Station Area.
- Generally, be located at the front property line to create a continuous streetwall.
- Be aligned with street frontages along corner sites.
- Provide minor variations in setbacks to facilitate wider boulevards, accommodate public amenity space and create a more interesting streetscape.
- Taller buildings should have a building base (i.e. a podium).
- Taller buildings should step back 3.0 metres above the building base.
- An additional stepback should be determined by a 45-degree angular plane applied at a height equivalent to 80 percent of the width of the right-of-way.
- Main building entrances should be directly accessible from the public sidewalk.
- The ground floor of all buildings with commercial uses should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and where appropriate, future conversion to retail.
- Maximum building height should be no greater than the identified Schedule B8 building heights and be no greater than that determined by a 1:1 ratio with the right-of-way width.
- Create appropriate transitions in built form to existing residential uses.
- 60% of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.
- Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at street level.
- Balconies should be designed as integral parts of the building, which may include protruding balconies. Balconies should not be designed as an afterthought.
- 3D renderings of proposed developments that include mid- and high-rise buildings should be developed to depict interaction and fit with adjacent development and existing uses.

3.1.15.5.5.3.2.2 Building Podiums and Stepbacks

A clear building podium, defined by a front stepback, reinforces a consistent streetwall, helps to integrate new development into an existing lower building fabric, and creates a human-scaled building at grade. Schedule B12-3 provides a schematic representation of the stepback for a mid-rise building.

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

3.1.15.5.5.3.2.3 Office Commercial

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

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

3.1.15.5.5.3.2.4 Industrial

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

- Industrial buildings should address the street to define a more urban street edge.
- The highest quality of building design should be applied to the building facades facing the public street or open space.
- Corner buildings should address both street frontages.
- Minimum amounts of parking should be located in the front yard.
- Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas and identify pedestrian access to buildings.
- Existing Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.

3.1.15.5.5.3.2.5 Facade Design

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

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

3.1.15.5.5.3.3 Sustainability

Considering the Future

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

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

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

3.1.15.5.5.3.3.1 *Passive Solar Design*

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

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

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

3.1.15.5.5.3.3.2 *Energy Efficiency*

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

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

- Life-cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems.
- Buildings and windows should be oriented and designed to optimize natural means of heating, cooling, ventilating and lighting interior spaces.
- Street and pedestrian-scaled lighting systems should incorporate LED technology to reduce energy and maintenance demand.
- Development proposals are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.
- Inventories of all plumbing fixtures and equipment, as well as all heating, ventilation and air conditioning systems, should be summarized in building packages as well as a strategy for minimizing water demand.

- Canada Mortgage and Housing Corporation standards and design guidelines should be implemented and exceeded where appropriate.
- Buildings should consume energy at a rate that is at least 10% lower than specified by the Commercial Building Incentive Program (CBIP) administered by Natural Resources Canada.

3.1.15.5.5.4 Design Integration

3.1.15.5.5.4.1 Developing Accessible and Comfortable Communities

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

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

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

3.1.15.5.5.4.1.1 Accessibility

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

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

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

3.1.15.5.5.4.1.2 Crime Prevention Through Environmental Design

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

- Providing clear views to sidewalks and public areas.
- Taking advantage of passing traffic surveillance as a deterrent for unwanted activities.
- Identifying point of entry locations.
- Placing amenities such as seating and lighting in areas where positive activities are desired and expected.

3.1.15.5.4.1.3 Microclimate and Shadows

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

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

3.1.15.5.6 Implementation and Phasing

3.1.15.5.6.1 Phasing and General Timeline for Capital Improvements

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

Table 3.1 Phasing Plan for Capital Improvements

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

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

Capital Improvement	Details/Extent	Priority (short-, mid- or long-term)
Minor Gateway at Ontario Street by the North Entrance to the Station		Mid-term
Public Space		
New Public Space at Greenlane Mid-way between the Urban Area Boundary and Ontario Street		Short-Term
New Public Space Adjacent to the North Access of the Station Area		Long-Term
Public Space Improvement Area at Carriage Road by the rail corridor		Mid-Term

3.1.15.5.6.1.1 Municipal Capital Improvements

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

- a) The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas;
- b) The timing of any potential transportation, infrastructure and public realm improvements; and,
- c) Any other projects or initiatives which may impact the timing of development.

Priority should be given to improvements in the general Transit Station Area, as identified on the New Road Connections and Improvements Plan (Schedule B9) and Public Realm Improvement Plan (Schedule B11), which promote transit-supportive development and intensification in these areas.

3.1.15.5.6.2 General Implementation

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

- a) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium, and consents to sever;
- b) The Zoning By-law; and,
- c) Other tools as described in this Secondary Plan.

3.1.15.5.6.3 Municipal Works within the Secondary Plan

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

3.1.15.5.6.4 Official Plan Amendments

Unless otherwise stated in the Beamsville GO Transit Station Secondary Plan or the Town's Official Plan, applications for development which do not align with the Policies or Schedules of this Secondary Plan shall require an Official Plan Amendment, as identified in the Complete Application Policies (Section 9.16) of the Official Plan.

3.1.15.5.6.5 Zoning By-law

3.1.15.5.6.5.1 Alignment with Zoning By-law

The Town will update its Zoning By-law to ensure that the land use and design policies for this Secondary Plan are reflected therein.

3.1.15.5.6.5.2 Amendments to Zoning By-law

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

3.1.15.5.6.6 Site Plan Approval, Plans of Subdivision, Plans of Condominium and Severances

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

3.1.15.5.6.7 Community Improvement Plan

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

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

The Town of Lincoln's Mixed Use and Residential Intensification Community Improvement Plan should also be referenced where applicable, as it contains guidance on incentive programs designed to promote private sector mixed use development and intensification in the Secondary Plan Area.

3.1.15.5.6.8 Signage and Wayfinding Strategy for the Secondary Plan Area

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

3.1.15.5.6.9 Coordination with the Regional Municipality of Niagara

3.1.15.5.6.9.1 General Coordination

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

3.1.15.5.6.9.2 GO Transit Service

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

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

3.1.15.5.6.10 Development Charges

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

3.1.15.5.6.11 Parkland Dedication

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

3.1.15.5.6.12 Conflicts with Official Plan

In the event of a conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail.

3.1.15.5.6.13 Boundaries

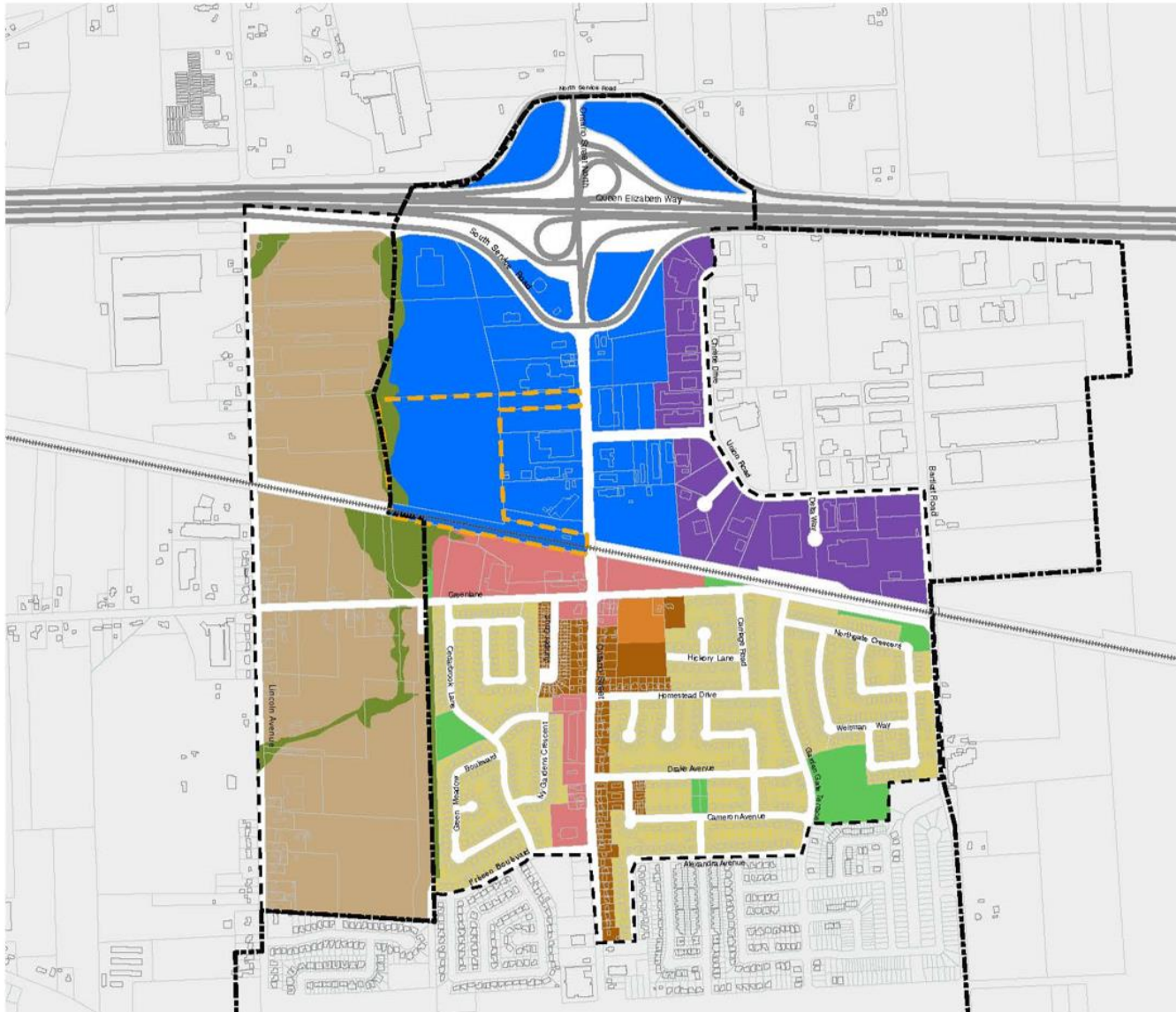
The boundaries shown on the Secondary Plan Schedules are approximate, except where they meet with existing roads, Niagara Escarpment Conservation Area, or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained to the satisfaction of the Town of Lincoln,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

2.3 IMPLEMENTATION

This Amendment will be implemented by the enactment of an amending Zoning By-law to reflect the general intent of this Amendment.

Beamsville GO Transit Station Secondary Plan

Schedule B7: GO Station Secondary Plan Land Use

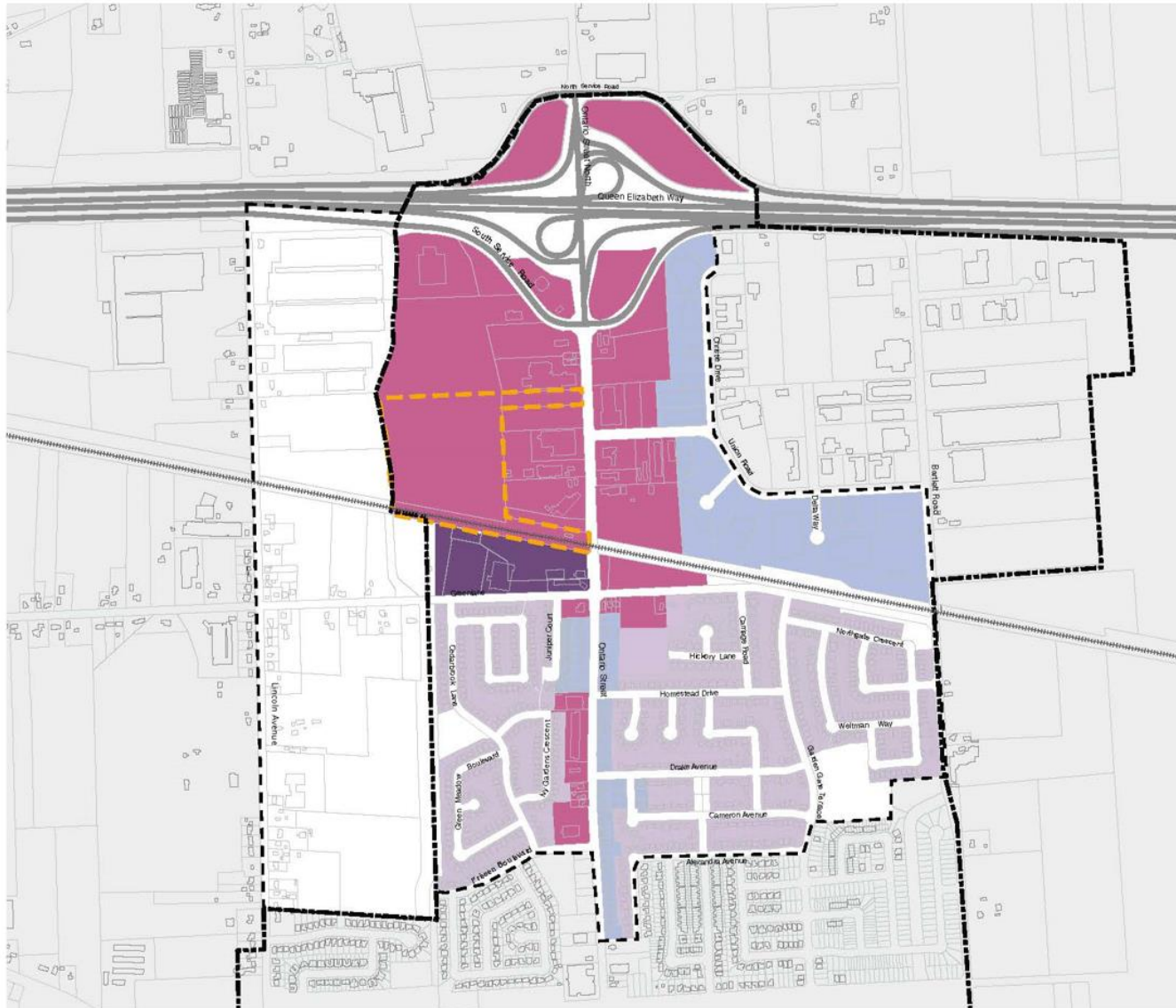


- LEGEND**
- Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Mixed Use
 - Industrial
 - Office Commercial
 - Agricultural Area
 - Parks and Open Space
 - Natural Environment
 - Transit Station Area
 - Secondary Plan Limits
 - Urban Area Boundary

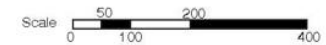


Beamsville GO Transit Station Secondary Plan

Schedule B8: GO Station Secondary Plan Building Heights



- LEGEND**
- Max. 3 Storeys
 - Max. 4 Storeys
 - Max. 6 Storeys
 - Max. 10 Storeys
 - Secondary Plan Limits
 - Transit Station Area
 - Urban Area Boundary

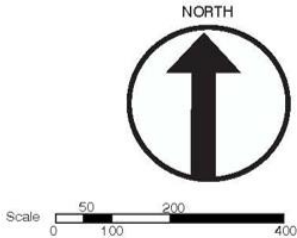


Beamsville GO Transit Station Secondary Plan

Schedule B9: GO Station Secondary Plan Planned Road Network and Improvements



- LEGEND**
- Provincial Highway
 - Highway Ramp Connections
 - Arterial Road
Width: 26m
 - Collector Roads
Width: 23m
 - Local Roads
Width: 20m
 - Location of Improvement
 - Secondary Plan Limits
 - Transit Station Area

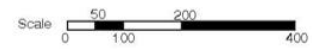


Beamsville GO Transit Station Secondary Plan

Schedule B10: GO Station Secondary Plan Planned Active Transportation Network



- LEGEND**
- Existing Bike Route/Lane (On Road)
 - Planned Bike Route/Lane (On Road)
 - Existing Multi-Use Trail (Off Road)
 - Planned Multi-Use Trail (Off Road)
 - Secondary Plan Limits
 - Transit Station Area



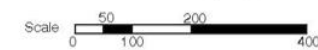
Beamsville GO Transit Station Secondary Plan

Schedule B11: GO Station Secondary Plan Public Realm Improvements



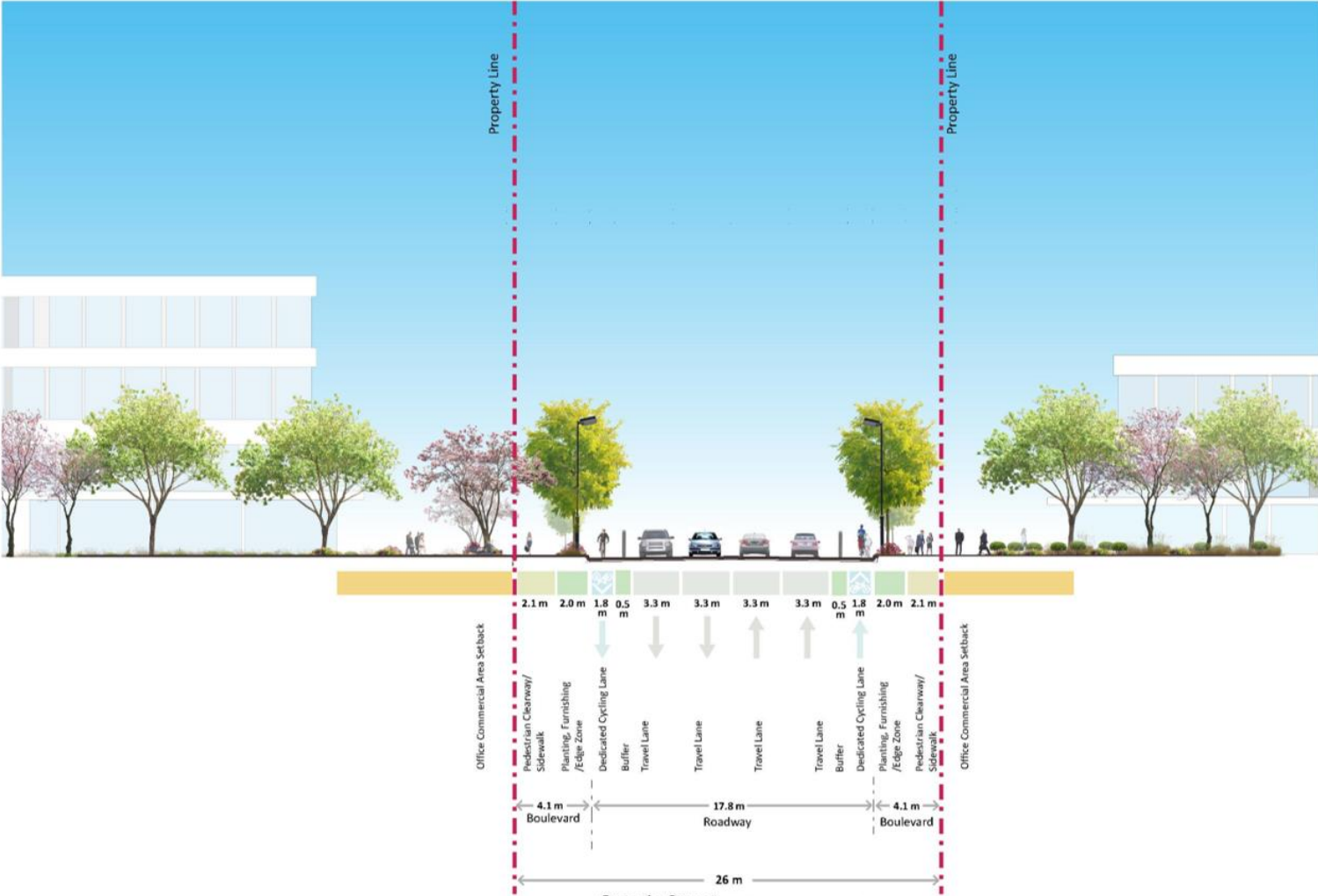
LEGEND

-  Major Gateway
-  Minor Gateway
-  Major Streetscape Improvement
-  Minor Streetscape Improvement
-  Potential Public Space Improvement
-  Potential New Public Space
-  Existing Active Transportation Connection
-  Planned Active Transportation Connection
-  Existing Multi-Use Trail (Off-Road)
-  Planned Multi-Use Trail (Off-Road)
-  Potential GO Station Location
-  Natural Environment
-  Parks and Open Space
-  Transit Station Area
-  Secondary Plan Limits



Beamsville GO Transit Station Secondary Plan

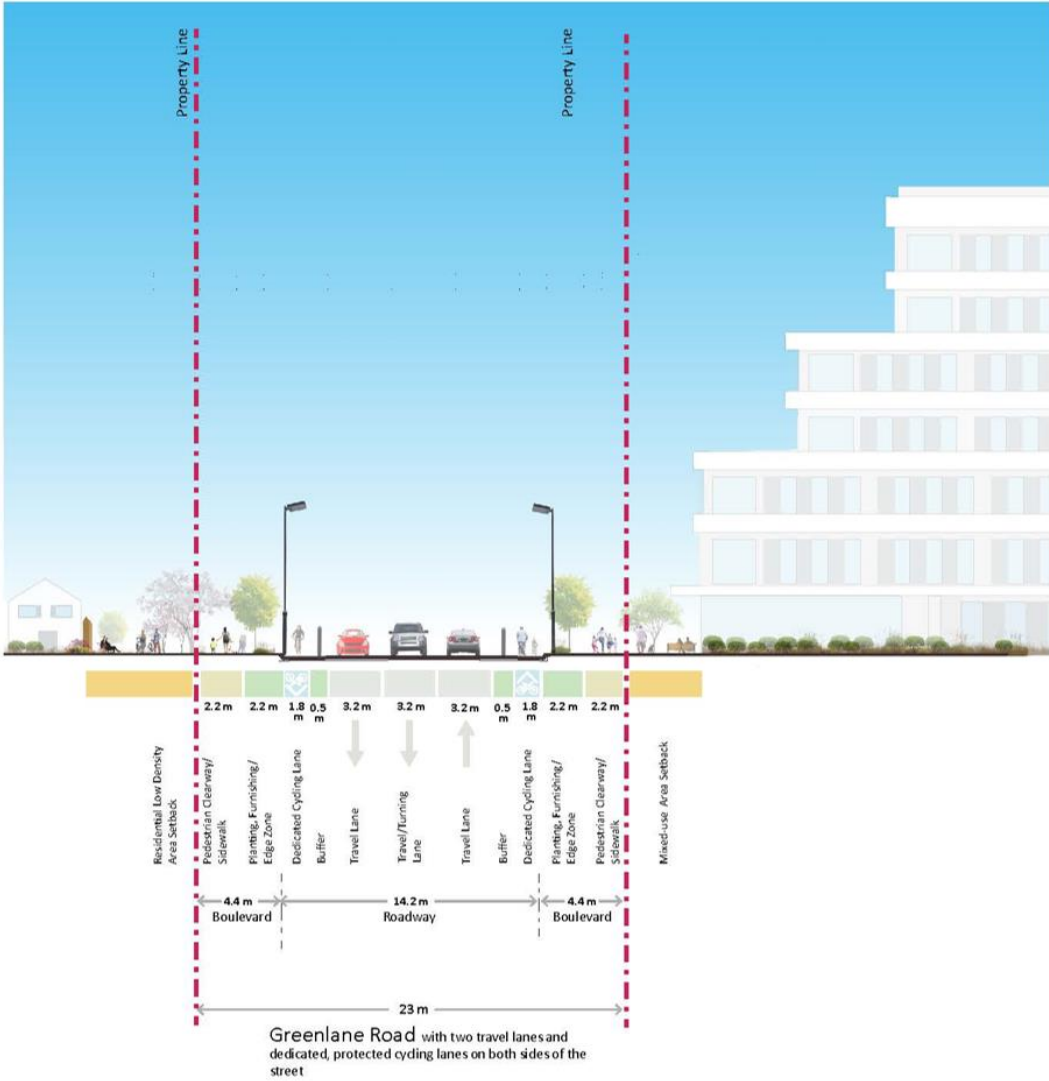
Schedule B12-1: Cross Section – Ontario Street (Typical Cross-Section)



Ontario Street with four travel lanes and dedicated, protected cycling lanes on both sides of the street

Beamsville GO Transit Station Secondary Plan

Schedule B12-2: Cross Section – Greenlane Road (Typical Cross-Section)



Beamsville GO Transit Station Secondary Plan

Schedule B12-3: Schematic Representation of Building Stepback for a Mid-Rise Building GO Transit Station Secondary Plan

