

3.1.15 Secondary Plans

Secondary Plans are prepared for the purpose of guiding *development* applications in specific *settlement areas* of the Town. The purpose of creating secondary plans is to achieve specific land use and *development* objectives. The following secondary plans have been integrated with the Residential designation:

- (a) Campden Secondary Plan;
- (b) Prudhommes Secondary Plan;
- (c) Jordan Secondary Plan; and**
- (d) Jordan Station Secondary Plan.

3.1.15.3. Jordan Secondary Plan

Introduction

The purpose of preparing a Secondary Plan for the Jordan area is to provide a long-term planning approach by establishing a series of objectives to be achieved for the planning area.

3.1.15.3.1. General Policies

- (a) In recent years, private landowners have expended considerable efforts to revitalize and beautify Jordan. The area has increasingly become a destination for tourists who take advantage of the spectacular natural and cultural setting, as well as the expanded accommodations and opportunities for shopping and dining. Some of the existing residences have opened artist's studios and antique shops. The museum offers another attraction in the area, while the proximity of the Waterfront Trail is also a tourism draw.
- (b) In planning for the future, it is recognized that there will be increased pressure to accommodate tourist-based activities. This is a normal evolution, based on the popularity of Jordan. The key planning issue will be to ensure that as change occurs, Jordan does not lose the charm and characteristics that have made it popular in the first place. It is also important to recognize that Jordan includes an existing resident population that will demand protection from the impacts of becoming a successful tourist destination. This is a difficult balance to achieve.
- (c) It is the intent of the Town to promote the continuing success of Jordan as a tourist destination, while, at the same time, managing change within Jordan to protect existing residents and the unique attributes that have made it an attractive place to live, to visit and to invest in. These unique attributes include:

- The diverse array of historic building types;
 - The attractive retail and commercial component on Main Street; and
 - The mature street trees and the beautiful natural setting of the Twenty Valley.
- (d) Schedule 'A5' identifies the location and distribution of the land use designations, as well as three Gateways.

3.1.15.3.2. Residential

- (a) The policies that apply to *development* within the Residential designation are found within Section 3.1 of this Plan.

3.1.15.3.3. Mixed Use

- (a) The policies that apply to *development* within the Mixed Use designation are found within Section 3.2 of this Plan as well as the policies of this Section.

3.1.15.3.4 Central Business District

- (a) The policies that apply to *development* within the Central Business District designation are found within Section 3.3 of this Plan.

3.1.15.3.5. Servicing and Transportation

- (a) Municipal servicing shall comply with the provisions of Section 7.1 of this Plan.
- (b) Public and Private utilities shall be:
- (i) Permitted in all land use designations and shall be installed, where possible, underground and within public road allowances or within appropriate easements;
 - (ii) Encouraged, wherever possible, to coordinate and locate within an initial common trench to avoid unnecessary over digging and disruption of municipal right-of-way;
 - (iii) Clustered or grouped where possible to minimize visual impact; and
 - (iv) Encouraged to consider innovative methods of containing utilities and telecommunications providers are to confirm if services can be provided to support the proposed *development*; and shall determine locations for large utility equipment and utility cluster sites.
- (c) In order to accommodate the *development* contemplated by this plan, road improvements, storm and sanitary sewer extensions and other services may be required. The cost of undertaking such works shall be borne by the

developers through the provisions of the Development Charges Act or other agreement with the Town.

- (d) Nineteenth Street – Improvements to Nineteenth Street are required to improve pedestrian and cyclist safety. The addition of sidewalks on both sides of the street will improve pedestrian safety, especially for children that use Nineteenth Street to walk to school. Bicycle will be accommodated on both sides of the street will also improve this section of road as an important connection for the various cycling routes throughout the Town. To help alleviate some of the parking pressures on Main Street, a parking lane should be provided on the west side of the street.

At regular intervals and at key locations, pedestrian crosswalks should be provided to facilitate safe crossing of Nineteenth Street. These locations should be constructed with specialty paving to enhance their presence. Important pedestrian crossing locations include the parking lot at the north end of Main Street, the future public parking lot at the new fire hall and the south end of Nineteenth Street at King Street.

In conjunction with these improvements, street trees and street furniture, such as benches, trash receptacles, bicycle parking and pedestrian scale lighting should be incorporated into the street cross section. These elements will improve the streetscape and provide separation between the vehicle and pedestrian environments, which is currently undifferentiated.

- (e) Main Street – To help alleviate some of the parking pressures on Main Street, the addition of curbs are recommended. Curbs will help define the separation between the boulevard and roadway, while preserving the rural *character* of Main Street. In addition, on street parking should be provided on one side of the street. The barrier curb will help delineate the edge of parking, protecting the boulevard from parked cars while keeping vehicles out of the traveled lanes by clearly delineating the edge of the parking and travel lanes.

Other recommended improvements to Main Street include the addition of street trees to fill in some of the gaps currently present in the streetscape. Some trees should also be strategically planted in anticipation of the need to remove hazardous trees at the end of their life cycle.

- (f) Regional Road 81 – Improvements to the King Street – Nineteenth Street – Main Street intersection are warranted from a safety perspective due to the number of traffic conflicts, complex intersection geometry and to provide safe pedestrian crossings.

The selection of a preferred Main Street/Nineteenth/King Street intersection configuration will be based on an updated Environmental Assessment (EA).

3.1.15.3.6. Jordan Design Guidelines

3.1.15.3.6.1. Setbacks

- (a) Front Yard
 - Generally, houses are located close to the edge of the road right-of-way.
 - The front yard setback should vary and be based on the conditions of the adjacent houses.
 - The front yard should be landscaped with a predominately soft landscape treatment.
 - Front doors should be connected with a pedestrian walkway to the sidewalk.
 - Low hedges or fences should be placed along the edge of the road right-of-way.
 - Garages should be setback from the façade of the house.

- (b) Side Yard
 - Generally, houses have side yards that allow views between houses. This helps to achieve the landscape appeal of Main Street.
 - The side yard setback should vary and be based on the conditions of the adjacent houses.
 - The side yard should be landscaped with a predominately soft landscape treatment.
 - Driveways should be located in the side yard to maintain the front yard for landscape.

3.1.15.3.6.2. Larger Scale Redevelopment and Infill Development

The following design guidelines for Jordan are intended to apply to private sector *redevelopment* that will occur through *redevelopment* of larger parcels. The intent is to create new *development* that fits within the context of the Village. For commercial or mixed uses, this is characterized by buildings that line the edge of the road right-of-way, with a mix of uses, with parking located at the side or rear of buildings so that it does not demean the visual appeal of the street.

These guidelines can apply to the full array of uses appropriate to Jordan including retail, office and higher density residential. Ideally, some buildings would include a mix of uses with ground floor retail and upper floors for residential or office.

The guidelines are not use specific. They describe the ideal conditions for placing buildings on a lot, including design considerations for entrances and façades, site access, parking, servicing, landscape, signage and utilities.

- (a) Buildings

- (i) The main walls of the building(s) should occupy a minimum 50% of the street frontage.
- (ii) Buildings should be built within 1 to 3 metres of the front lot line.
- (iii) The side and rear of buildings abutting low-rise residential uses should be of similar height. Buildings may need to step down to maintain an appropriate scale in relation to adjacent residential uses.
- (iv) Buildings should have attractive façades, i.e., the application of architectural elements such as display windows, articulated entrances, glazed areas, and/or variations in the wall plane.
- (v) Roofs should be designed to provide visual interest.
- (vi) Roof top mechanical units should be screened in all directions. Screening should be integrated with the architectural form of the building or designed to be compatible in form, material, and colour.
- (vii) Buildings on corner lots should incorporate special architectural treatment along both street frontages.
- (viii) The main wall of a corner building should occupy a minimum of 50% of the frontage of the primary street and 50% of the frontage of the Secondary Street.

(b) Site

- (i) For commercial and mixed use *developments*, shared driveways between adjacent lots are encouraged to maximize landscaped areas and minimize pavement.
- (ii) Parking or drive aisles should not be located between a public street and a building.
- (iii) Parking areas should be located at the side or rear of the building. Within the mixed use designation parking areas should be located at the rear of the building.
- (iv) Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide direct pedestrian connections to building entrances.
- (v) Parking areas located adjacent to public streets should be separated by a landscaped setback to mitigate views of large areas of parked cars from adjacent streets.
- (vi) Streets and main drive aisles within a site function as internal streets and should be designed to look, function, and have the attributes of a public street with sidewalks, boulevard trees and pedestrian-scale lighting.
- (vii) Planting should visually enhance individual sites, screen parking and loading areas - while enabling views of buildings - and create a consistent landscape treatment along the street.
- (viii) Landscape design should relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing, and sightlines.

- (ix) Amenities such as seating, waste receptacles, pedestrian-scale lighting, awnings, and bicycle racks should be coordinated throughout the site to create a consistent theme.
- (x) Attractive, safe, direct, and barrier-free walkways should be provided from buildings to public sidewalks. Walkways should be uninterrupted by parking or drive aisles and consist of paving other than asphalt.
- (xi) Landscape lights shall be provided to illuminate paths of travel and outdoor amenity areas. The placement of landscape lights shall consider adjacent *development*.
- (xii) Access to loading and servicing areas should be separated from pedestrian areas and routes.
- (xiii) Loading, service, and outside storage areas that face public streets should be avoided. Where site planning constraints necessitate these areas in visually prominent locations, they should be screened with architectural elements and/or berms and/or landscaping.
- (xv) Signage should provide a high level of clarity, visibility, and visual interest with minimal visual clutter.
- (xvi) Signage should complement the architecture of the building(s) in its scale, materials, consistency and design. Signage for individual units should be consistent.
- (xvii) Utility equipment, hydro transformers, and switching boxes should be located within the building. If this is not possible, they should be positioned to not be visible from the public street and shall be incorporated into the design of the building and site landscape.
- (xiv) Garbage storage areas should be internal to the building.

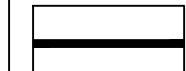
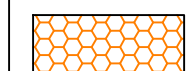




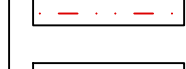



TOWN OF LINCOLN OFFICIAL PLAN

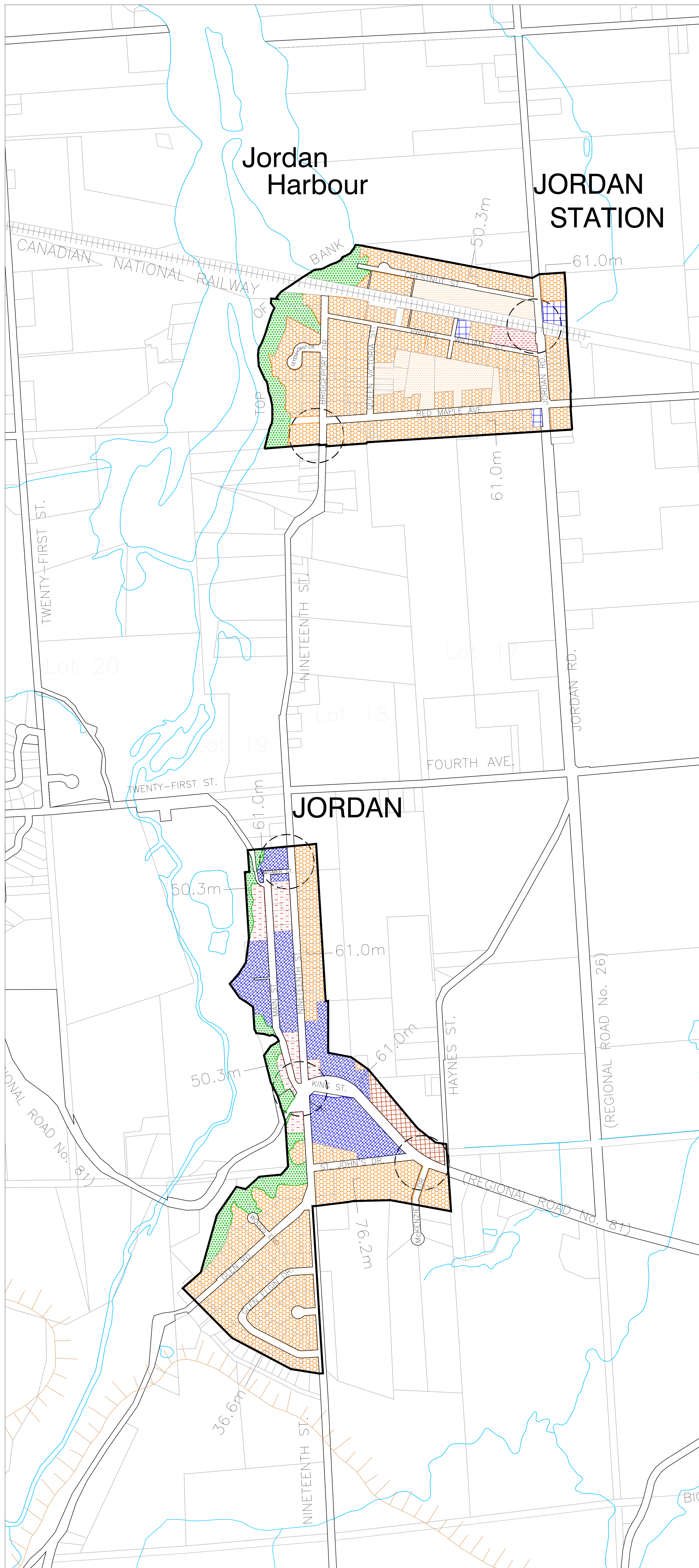
SCHEDULE 'A5'

JORDAN AND JORDAN STATION

NOTE: THIS MAP MUST BE READ IN CONJUNCTION WITH THE TEXT OF THE OFFICIAL PLAN

LEGEND

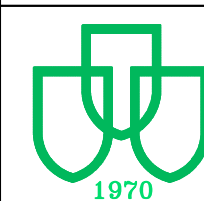
-  - URBAN AREA BOUNDARY
-  - RESIDENTIAL
-  - LOW DENSITY RESIDENTIAL
-  - MEDIUM DENSITY RESIDENTIAL
-  - MIXED USE
-  - CENTRAL BUSINESS DISTRICT
-  - GENERAL COMMERCIAL
-  - INDUSTRIAL
-  - NATURAL ENVIRONMENT
-  - GATEWAY



DATE: SEPTEMBER 8, 2021

DRAWN BY: J.V.R.

CAD FILE: Schedule 'A5'.dwg



TOWN OF LINCOLN
DIGITAL LAND / USE MAP