

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.**

3.1.15.4. Jordan Station Secondary Plan

3.1.15.4.1. Introduction

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

3.1.15.4.2. General Policies

- (a) Jordan Station is primarily a residential community with a substantial inventory of high quality heritage homes. The existing streetscapes are compatible with the heritage value of the area, and enhance the unique *character* of the community. It is the intent of this Plan to protect the *character* of Jordan Station as a unique heritage community that, while not an active promoter of tourism activity is in close proximity to the Waterfront Trail and is a vital component of the Twenty Valley tourism experience.
- (b) In planning for the future, it is recognized that there will be increased pressure for *redevelopment*, infill, and *intensification* within Jordan Station. The key planning issue will be to ensure that as new *development* occurs, the community does not lose the charm and characteristics that have made it popular.
- (c) Schedule 'A5' identifies the location and distribution of the land use designations, as well as two Gateways.

3.1.15.4.3. Residential

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

3.1.15.4.4. General Commercial

- (a) The policies that apply to *development* within the General Commercial designation are found within Section 3.4 of this Plan.

3.1.15.4.5. Industrial

- (a) The policies that apply to *development* within the Industrial designation are found within Section 3.5 of this Plan.

3.1.15.4.6. Servicing and Transportation

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

3.1.15.4.7. Jordan Station Urban Design Guidelines

3.1.15.4.7.1. Setbacks

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

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

3.1.15.4.7.2. Redevelopment and Infill

The following design guidelines for Jordan Station are intended to direct *redevelopment* of larger parcels or subdivision. These guidelines apply to the full array of residential forms appropriate to Jordan Station. The intent is to create new *development* that fits within the context of Jordan Station.

The following guidelines should apply:

- (a) Each *redevelopment* will include a variety of housing types, reduced front yard setbacks to reinforce the street edge, and garages set behind the front of the house or accessed from a rear lane.
- (b) Buildings must have front façades parallel to the road with front doors, windows, and entry features facing the road to create a consistent street wall.
- (c) The garage door should not protrude in front of the main front wall of the dwelling, and should be set back a minimum of 6 metres from the front lot line, or exterior side lot line.
- (d) Entry features and other architectural elements should be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
- (e) Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.
- (f) Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:
- Where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;

- The main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and
 - Fencing around front and/or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1.2 metres, and they should be primarily open structures, not solid walls.
- (g) The setback to the main front wall of the house shall be in the range of 3 to 6 metres from the front lot line.

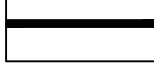




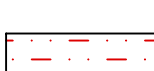



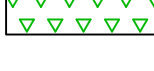
TOWN OF LINCOLN OFFICIAL PLAN

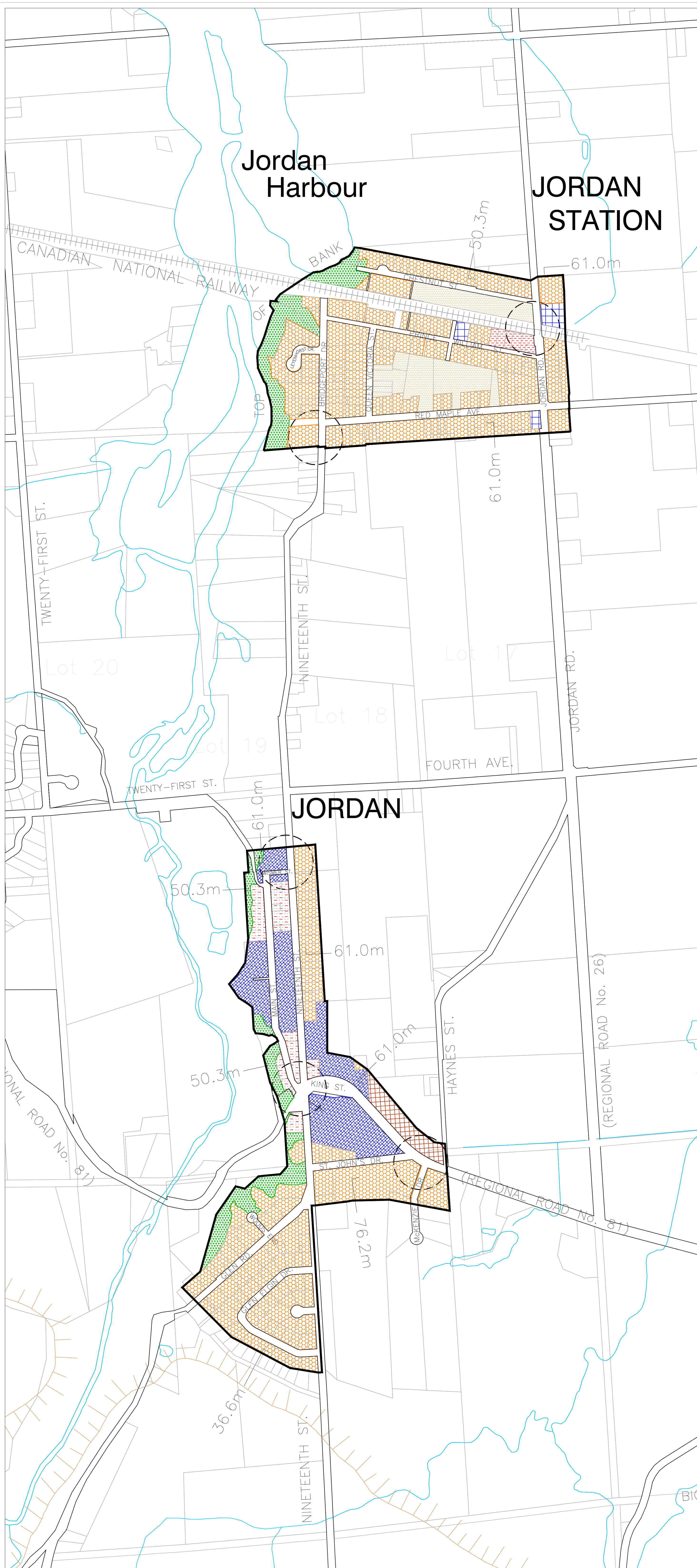
SCHEDULE 'A5'

JORDAN AND JORDAN STATION

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

LEGEND

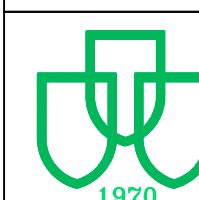
-  - URBAN AREA BOUNDARY
-  - RESIDENTIAL
-  - LOW DENSITY RESIDENTIAL
-  - MEDIUM DENSITY RESIDENTIAL
-  - MIXED USE
-  - CENTRAL BUSINESS DISTRICT
-  - GENERAL COMMERCIAL
-  - INDUSTRIAL
-  - NATURAL ENVIRONMENT
-  - GATEWAY



DATE: SEPTEMBER 8, 2021

DRAWN BY: J.V.R.

CAD FILE: Schedule 'A5'.dwg



TOWN OF LINCOLN
DIGITAL LAND / USE MAP