

AMENDMENT NUMBER 3

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 3 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 'A4', and Schedules 'B1' to Schedule 'B5-3'. The preamble does not constitute part of the actual amendment but is included as background information. The Amendment also renumbers existing text and schedules due to adding new Schedules.

1.3 PURPOSE

The purpose of this Amendment is to amend the Town of Lincoln Official Plan to promote redevelopment of the Prudhommes Secondary Plan area. The new Secondary Plan will encourage and support the creation of a complete, sustainable community that provides a mix and range of employment, commercial, and residential land uses including a diverse range of housing options, local services and community infrastructure, as well as the design of attractive and accessible public spaces that prioritize the pedestrian experience while protecting the natural environment. The new Plan will ensure that development in the area meets the day-to-day needs of residents, integrates existing and new development, accommodates all forms of transportation and accommodates Provincial growth targets through a generally compact built form.

1.4 LOCATION

As shown on the attached Schedules, the subject lands are bounded by Lake Ontario on the north, the QEW on the south, Jordan Road on the east and Victoria Avenue on the west.

1.5 BASIS OF THE AMENDMENT

The Prudhommes Secondary Plan has been prepared to provide a vision and planning framework that will guide development of a complete community. The plan provides long range policy guidance for:

- Land use and building heights

- Transportation, including walking, cycling, transit and road networks
- Urban design and public realm improvements, including design of complete streets and communities
- Parks and open space network
- Environmental Protection
- 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, Regional Master Servicing 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 this part of the document entitled PART 2 – THE AMENDMENT, consisting of the explanatory text and the attached maps identified as Schedules ‘A4’ and Schedules ‘B1’ to Schedule ‘B5-3’ constitute Amendment Number 3 to the Official Plan of the Town of Lincoln.

2.2 DETAILS OF THE AMENDMENT

MAP AMENDMENTS

1. The following Schedules are deleted from the Official Plan.

Schedule ‘B1’ Prudhommes Area Secondary Plan
Schedule ‘D5’ Trail & Bikeway Plan (Prudhommes Area)

2. The following Schedule is hereby deleted and replaced with a new Schedule in the Official Plan:

Schedule ‘A4’ Prudhommes

3. Schedule ‘B2’ is hereby renumbered to Schedule ‘B6’.

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

Schedule ‘B1’ Prudhommes Secondary Plan Land Use
Schedule ‘B2’ Prudhommes Secondary Plan Building Heights
Schedule ‘B3’ Prudhommes Secondary Plan Urban Design Features
Schedule ‘B4’ Prudhommes Secondary Plan Active Transportation
Schedule ‘B5-1’ Constraints – Shoreline Stabilization Area
Schedule ‘B5-2’ Constraints – NHS Enhancement Areas
Schedule ‘B5-3’ Constraints – Greenbelt Special Policy Area

TEXT AMENDMENTS

1. Section 3.1.15.1.1(c) is hereby amended by deleting the words Schedule ‘B2’ and replacing it with the words Schedule ‘B6’.
2. Section 3.1.15.1.2(a) is hereby amended by deleting the words Schedule ‘B2’ and replacing it with the words Schedule ‘B6’.
3. Section 3.1.15.1.6(k) is hereby amended by deleting the words Schedule ‘B2’ and replacing it with the words Schedule ‘B6’.
4. Section 3.1.15.2 is hereby deleted in its entirety and replaced with the following new Section:

3.1.15.2 Prudhommes Secondary Plan

3.1.15.2.1 INTRODUCTION

3.1.15.2.1.1 PURPOSE

- a) The purpose of the Prudhommes Secondary Plan (this Secondary Plan) is to provide a detailed land use and policy framework for the regulation of development within the Secondary Plan Area in the Town of Lincoln.

3.1.15.2.1.2 LOCATION

- a) This Secondary Plan Area is located in the northeast part of the Town of Lincoln bordered by Lake Ontario to the north, the Queen Elizabeth Way (QEW) to the south, Victoria Avenue North to the west, and existing residential properties to the east - east of the Jordan Road interchange.
- b) The Secondary Plan Area encompasses a total area of approximately 50 hectares (124 acres), with approximately 3 kilometres of Lake Ontario Shoreline. The Area includes tremendous views from the QEW out to Lake Ontario and inland up Jordan Harbour.
- c) This Secondary Plan applies to the lands within the Secondary Plan Area as identified on Schedules 'B1', 'B2', 'B3', 'B4', 'B5-1', 'B5-2', 'and 'B5-3' to this Secondary Plan.

3.1.15.2.1.3 INTERPRETATION

- a) This Secondary Plan Area shall be developed over time in accordance with the policies of this Secondary Plan, in conjunction with the applicable policies of the Official Plan of the Town of Lincoln (the Official Plan). Where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail.
- b) Inherent to this Secondary Plan is the principle of flexibility in text and in mapping. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and urban structure of this Secondary Plan are maintained, to the satisfaction of the Town.
- c) Local roads can be public or private as long as they follow the general alignment and design policies to the satisfaction of the Town.

3.1.15.2.2 VISION AND OBJECTIVES

3.1.15.2.2.1 VISION STATEMENT

- a) Prudhommes will be a successful, diverse, walkable, mixed-use waterfront neighbourhood – adding an exciting and evolving destination within the broader Niagara Region. It will leverage and connect all that the Twenty Valley Tourism Area has to offer. It will demonstrate the best practices in community building – socially, economically, and environmentally.

The Vision Statement is further articulated through a number of more contextually specific statements that have shaped the development of this Secondary Plan, including direction to create:

- i. A central Main Street that terminates at a waterfront park with buildings that front, face, and feature the main street, the waterfront; and views to Lake Ontario;
- ii. A well-designed and connected community of residential neighbourhoods that provide for a range of housing types, mixed-use developments, retail and service commercial uses, office uses, and community facilities;
- iii. A connected system of natural features recognizing the constraints of the Lake Ontario Shoreline, while promoting leadership in sustainability and green building technology;
- iv. A height strategy that includes low-rise buildings at the east and west ends of the site, adjacent to Victoria Shores and other existing residential uses, with a distinct transition in height, getting taller toward the middle of the Secondary Plan Area. The tallest buildings will become landmarks, framing the views to Lake Ontario and Jordan Harbour;
- v. A public open space network that includes a waterfront park that is connected to the existing natural features and the community. Continuous public access along the waterfront shall be provided and will incorporate key connecting links to the planned street network;
- vi. A multi-modal, active transportation network that promotes walking and cycling. The street network will be a highly interconnected network that could include public and private roads that promotes ease of access, orientation, and safety for pedestrians, cyclists, and motor vehicles. Streetscape design will establish a comfortable pedestrian environment; and,
- vii. A transit-ready community where development incorporates opportunities for any future GO Transit, intra-municipal, or other transit system investments. Any transit introduced into the area will be supported by the high quality public realm and appropriate built form.

3.1.15.2.2.2 OBJECTIVES FOR ACHIEVING A SUCCESSFUL COMMUNITY

- a) Fundamental to realizing the Vision Statement are a number of objectives that are intended to provide the framework for achieving a successful community. These objectives are as follows:

Complete Community Objectives

- b) A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing including affordable housing, public services and community infrastructure, and a robust open space system. Convenient access to public transportation and options for active transportation are crucial elements of a complete community. Objectives are:
 - i. To support the creation of a complete community with easy access for all residents to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services, and amenities; and,
 - ii. To encourage the development of a complete community that includes higher intensity built forms and land uses as a way of reducing land consumption, and maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher intensity forms of housing may also enhance life-cycle and affordable housing options.

Quality Objectives

- c) A high quality and ultimately a beautiful community includes well designed buildings, streetscapes, parks and open spaces. A beautiful community protects natural features and viewscales and includes an accessible and well-designed system of public parks and open spaces that celebrate the site, and provide opportunities for enjoyment by the entire population. A high quality community includes destinations, landmarks, and gateways that distinguish it within its context and establish a sense of place. Crucial to a high quality community is the attention to the interplay among built form, the public realm, and the natural environment. A high quality community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are:
 - i. To develop a welcoming community that encourages and supports active living, social engagement, civic pride, and the creation of a sense of place and well-

being. Fundamental to achieving this objective is the celebration of the views to, and over, the water, and public access to the water's edge;

- ii. To include landmarks and gateways that clearly identify where you are, and when you have arrived. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the community. Landmarks and gateways can include buildings, structural elements, and/or landscape features;
- iii. To build beautiful public and private streets and streetscapes. Streets need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining and animating the street edge and creating the image and character of the community. Together the roads and the adjacent building facades create a streetscape;
- iv. To ensure that parks and open spaces, including the existing natural features, are beautiful, accessible, and linked. Parks and open spaces need to be visible and accessible from, and integrated with the street network, and include a full array of opportunities for outdoor festivals, recreation and play, as well as quiet contemplation. High quality landscape architecture will ensure that these outdoor spaces include public art and appropriate grading, paving, and planting materials that celebrate the landscape context; and,
- v. To require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of height and scale, and a diversity of style that may be defined through building materials, colour, and architectural details. Views into the community from the QEW present unique opportunities for raising the bar of urban design to showcase that a high quality destination can cater to both residents and visitors.

Healthy Community Objectives

- d) A healthy community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental well-being are the necessary components of public health. The built environment should be designed to create opportunities that encourage residents to be physically active and socially engaged. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. Objectives are:

- i. To plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities, the Town and to transportation systems that serve the broader Region;
- ii. To design the community around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities, within walking distance to promote walking and cycling and which, in turn encourages daily physical activity and lessens the dependence on automobiles;
- iii. To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian comfort and to create enjoyable and safe environments through which to travel; and,
- iv. To plan for “age-in-place” facilities within the community that anticipate changing housing needs for an ageing population.

Sustainability Objectives

- e) A sustainable community is economically, environmentally, and socially healthy and resilient. It meets the challenges of climate change and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of the others. A sustainable community manages its human, natural and financial resources equitably and takes a long-term view – one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water, carbon, and waste. Objectives are:
 - i. To protect and enhance local and regional ecosystems and biological diversity;
 - ii. To promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water and waste systems;
 - iii. To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources;
 - iv. To incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment; and,

- v. To require a transportation system that reduces reliance on the automobile as the primary mode of transportation, promotes active transportation and is transit ready.

Resiliency Objectives

- f) A resilient community can effectively respond to emergencies, both related to climate change and otherwise, because it has a plan in place, responsibilities assigned, and facilities available. Natural or human made disasters are considered and the necessities of life are provided, particularly for those who are most at risk. Therefore, an objective of the Secondary Plan is to establish emergency services, to provide assistance in all conditions.

Viability Objectives

- g) A viable community is market responsive, efficient, and cost effective. Objectives are:
 - i. To ensure that development is cost-effective and appropriate for the market place, and that this Secondary Plan has the flexibility to respond to, and encourage, positive changes in the market place over time;
 - ii. To optimize the use of existing infrastructure investments and to promote the coordinated, efficient and cost-effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms;
 - iii. To ensure that new development supports a full range of mobility options, including transit, when it becomes available; and,
 - iv. To ensure that all development is sustainable and financially viable over its life cycle.

3.1.15.2.3 GROWTH MANAGEMENT

3.1.15.2.3.1 COMMUNITY STRUCTURE

- a) The planned community structure is described as a complete community with a range and mix of residential dwelling types and employment generating land uses. The water's edge is identified as a component of the natural environment, and that the approach to environmental conservation is further augmented by key elements of the public open space system. From a development perspective, there is a "Main Street" identified that is to become a community focal point and destination. Larger scale retail

and office uses are expected along the North Service Road, taking advantage of the visibility and accessibility attributes of the adjacent QEW.

- b) Schedule 'B1' – Land Use, identifies a range and mix of land uses that are appropriate for the Secondary Plan Area, and are compatible with existing development. The following primary components of the planned community structure include:
 - i. Low-Rise Residential;
 - ii. Mid-Rise Residential;
 - iii. High-Rise Residential;
 - iv. Employment;
 - v. Commercial/Mixed Use;
 - vi. Main Street Mixed Use;
 - vii. Mixed Use;
 - viii. Marina;
 - ix. Natural Environment; and,
 - x. Parks and Open Space.

- c) Schedule 'B2' – Building Height identifies the height structure of the Secondary Plan. Built form is generally low-rise at the east and west ends, building to the taller elements in the middle of the Secondary Plan Area. Schedule 'B3' – Urban Design Features identifies gateways, destinations, and landmarks that correspond with the land use pattern and building height structure previously identified. Schedule 'B4' - Active Transportation identifies the street and trail networks, including active transportation routes and connections, as well as the street hierarchy.

3.1.15.2.3.2 PHASING STRATEGY

- a) Overall, this Secondary Plan Area is expected to accommodate substantial new development over the next 20 years. It is estimated that approximately 2,800 to 6,300 new residents and 1,200 to 2,500 new employees may be accommodated within the Secondary Plan Area upon full build out, depending upon market acceptance, developer motivation, and the availability of required service infrastructure. It is expected that development, over time, will achieve a gross density of between 80 and 220 persons and jobs combined per hectare.

- b) The Town and Region shall carefully monitor residential growth within the Secondary Plan Area through the creation of a Development Phasing Plan. Development phasing will be established based on population and employment growth over time, in accordance with, and in conjunction with the ability of the Town and Region to pay for

infrastructure development costs as required, and through the application of the following phasing policies:

- i. It is the intent of this Secondary Plan that growth shall occur in a logical, efficient, and fiscally responsible manner. Primary factors to consider through the review of subsequent planning approvals in this regard include:
 - The integration of new development within the planned community structure of this Secondary Plan, resulting in a contiguous, connected, and compact urban form;
 - The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner;
 - The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing street network, including the interchanges with the QEW;
 - The securement of natural features and the dedication of the designated Parks and Open Space lands into public ownership; and,
 - The provision and adequacy of educational and recreational facilities and other community services.
 - ii. If one or more of these factors cannot be addressed to the satisfaction of the Town, the Town, in consultation with the Region, may zone the lands with a holding provision, in accordance with the policies of the Official Plan, until provision for servicing is provided.
- c) As part of any development application, a Traffic Impact Study (TIS) shall be carried out to determine traffic impacts of the proposed development with consideration given to the full development of the Secondary Plan area. The TIS shall take into consideration any recommendations of the ongoing Town Transportation Master Plan. The TIS shall determine any required transportation improvements, including potential improvements to the QEW interchange at Victoria Ave, provide functional layout for improvements and include an estimate of transportation infrastructure costs that are apportioned to specific developments within the Secondary Plan area. The TIS will be carried out by the proponent, in consultation with the Town, Region and MTO.
- d) Comprehensive development within the Secondary Plan Area is subject to the resolution of existing development constraints, as identified on Schedules 'B5-1' and 'B5-2' and 'B5-3' - Constraints. No development shall occur within constraint areas until the Town, in consultation with the various agencies having jurisdiction, has been satisfied that the identified constraint has been appropriately studied and resolved, in accordance with the policies of this Secondary Plan, and the policies of the Official Plan. Not all of the identified development constraints are applicable to every land parcel within the Secondary Plan Area.

3.1.15.2.4 SUSTAINABILITY GUIDELINES

- a) All development within the Secondary Plan Area shall have regard for the sustainability guidelines included in this Section of this Secondary Plan.
- b) The statements in this Section of this Secondary Plan are intended as guidelines and, as such, adjustments and refinements are anticipated, provided that the intent of these guidelines is achieved, to the satisfaction of the Town.
- c) While the guidelines included in this Section of this Secondary Plan are not mandatory requirements, it is expected that the implementation of these guidelines will be linked to Local, Regional, and potentially Provincial incentive programs that are, or may become, available.

3.1.15.2.4.1 GREEN BUILDINGS

- a) For all buildings with GFA of 1,000 square metres or greater and/or identified under Part 3 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:
 - i. Generally:
 - Be certified LEED v4 Silver, or equivalent.
 - ii. For Energy:
 - Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010;
 - Be “solar ready”; and,
 - Incorporate green/white or other high albedo roofing.
 - iii. For Water:
 - Meet the requirements for two points under LEED v4 Credit Indoor Water Use Reduction (30 % reduction) OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers;
 - For projects where soft landscapes exceeds 5% of the building Ground Floor Area, meet the requirements of LEED v4 Credit Outdoor Water Use Reduction (50% reduction in irrigation water), or equivalent; and,
 - Ensure that the maximum allowable annual runoff volume for the development site does not exceed the runoff under pre-development conditions.
 - iv. For Waste:

- Divert 75% of all construction waste away from landfill sites; and,
 - Provide tri-sorting facilities for waste.
- b) For all buildings with GFA of less than 1,000 square metres and/or identified under Part 9 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:
- i. For Energy:
 - Be Energy Star certified. Grade-related residential units (3.5 storeys and less) to be designed to EnerGuide 83, or equivalent, per Energy Star for Homes;
 - Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010, which is 5 to 10% better than the Ontario Building Code;
 - Be “solar ready”; and,
 - Incorporate green/white or other high albedo roofing.
 - ii. For Water:
 - Meet the requirements for 2 points under LEED v4 Credit Indoor Water Use Reduction (30% reduction), OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers; and,
 - iii. For Waste:
 - Divert 75% of all construction waste away from landfill sites.
- c) In order to support sustainable community design, individual building design shall be encouraged to:
- i. Include on-site renewable or alternative energy systems which produce at least 5% of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;
 - ii. Maximize solar gains through:
 - Orienting building to maximize potential for passive and active solar energy; and,
 - South facing windows.
 - iii. Mitigate heat island effects by:
 - Locating trees or other plantings to provide shading for a least 50% of sidewalks, patios, and driveways within 15 metres of new buildings; and,

- Installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.
- iv. Promote water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use;
- v. Require that new construction use regionally and locally sourced building materials to the greatest extent possible; and,
- vi. Promote sustainable landscape practices by requiring the use of water efficient, drought resistant plant materials in parks, along streetscapes, and in public and private landscaping, including:
 - Avoidance of turf grass areas, and when required, install drought resistant sod; and,
 - Reduce the impact caused by new development on the natural hydrological cycle by installing permeable driveway and parking lot surfaces.

3.1.15.2.4.2 ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES (AODA)

- a) New buildings, parks, trails and walkways shall incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act.

3.1.15.2.4.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- a) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles, including:
 - i. Adequate lighting;
 - ii. Clear sight lines, allowing views from one end of a walkway to the other;
 - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv. Adequate fencing and fenestration;
 - v. Clear signage that delineates permitted use and speed; and,
 - vi. Streetscape and building design that promotes 'eyes on the street'.

3.1.15.2.4.4 THE URBAN FOREST

- a) The urban forest includes trees and shrubs on public and private lands, provides ecological benefits that support natural functions, and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the community to provide shading for sidewalks, parks and open spaces and other publicly accessible areas. In addition, this community shall be planned to achieve a mature forest cover. To this end, the Town shall:
 - i. Implement tree protection policies, which will include a tree replacement ratio where tree removal is unavoidable;
 - ii. Implement street tree and naturalization programs to increase urban canopy cover; and,
 - iii. Require the planting of trees in all public works projects.
- b) The urban forest shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant, and low maintenance. All trees shall provide a large canopy and shade over sidewalks, parks, and open spaces. Native tree species are preferred.

3.1.15.2.4.5 LOCAL FOOD PRODUCTION

- a) The creation of opportunities for local food production is supported by the Town. Development plans and building designs may provide opportunities for local food growing and production through:
 - i. Community gardens;
 - ii. Edible landscapes;
 - iii. Small scale food processing;
 - iv. Food-related home occupations/industries;
 - v. Small and medium scaled food retailers; and,
 - vi. Local market space (i.e. a farmer's market).

3.1.15.2.4.6 SUSTAINABILITY CERTIFICATION

- a) Design, construction, and monitoring within the Secondary Plan Area should be evaluated in accordance with the EcoDistricts rating system, WELL Building Standard,

and Active Design Guidelines (Center for Active Design). Equivalent rating systems, or other similar rating/evaluation approaches may be considered by the Town.

- b) Design, restoration, and operation of the water's edge (the natural features, waterfront parks, and waterfront promenade) shall be evaluated in accordance with the Waterfront Alliance Waterfront Edge Design Guidelines, a rating system that promotes improved access, resilience, and ecology for waterfront developments.
- c) The design and deployment of infrastructure shall be evaluated in accordance with the Envision Systems rating system, a rating system and planning guide for sustainable infrastructure projects.
- d) Any approaches developed in accordance with this Section of this Secondary Plan shall be created and implemented in a collaborative manner between the Town, Region, and affected developers and landowners.
- e) In order to achieve sustainability certification for development within the Secondary Plan Area, the Town may designate all, or part of the Secondary Plan Area as a Community Improvement Project Area, in accordance with the policies of the Official Plan.

3.1.15.2.5 DESIGN GUIDELINES

- a) All development within the Secondary Plan Area demonstrate general consistency with the design guidelines included in this Section of this Secondary Plan and the Official Plan.
- b) The statements in this Section of this Secondary Plan are intended as guidelines and, as such, adjustments and refinements are anticipated, provided that the intent and general design approach articulated in this Section are achieved, to the satisfaction of the Town.
- c) As a condition of Draft Plan of Subdivision, Condominium and/or or Site Plan Approval, the Town shall require a design review by a control architect or urban design consultant subject to the process identified in Appendix B. Prior to the issuance of building permits, the design review for the applicable building shall be approved by the Town to ensure that the intent of the Design Guidelines provided in this Secondary Plan is maintained.

3.1.15.2.5.1 DESIGN GUIDELINES FOR THE PRIVATE REALM

- a) The private realm within the Secondary Plan Area is comprised of a variety of built forms and private spaces, and their relationship to the public waterfront, open spaces,

and street network. The variety of residential types, commercial/retail uses and mixed use, mid- and high-rise buildings envisioned for the community will contribute to its character and support the public realm through form and architectural details/features. The following private realm guidelines are intended to :

- i. Encourage harmonious, attractive streetscapes through attention to the architectural quality of the building facade and the at-grade relationship of buildings to streets, to parks, and to natural features;
- ii. Create a high standard of architectural detail and design excellence that enhances the overall character and uniqueness of the community;
- iii. Encourage a range and mix of housing forms, a diversity of height, and lot type variety to create a diverse built environment; and,
- iv. Reduce and mitigate the visual prominence of garages and utilities within the residential landscape.

3.1.15.2.5.1.1 Development Blocks and Lots

- a) Development will be accommodated on a modified street grid — including the Waterfront Promenade, the Main Street, the North Service Road, Collector Roads, Local Roads, Private Roads and Lanes — and the associated Central Plaza, identified on Schedule 'B3' as a Minor Gateway, and other public parks and open spaces, to establish development blocks that achieve an efficient pattern and provide visual interest and diversity.
- b) The block and street network, along with building siting, shall provide for vistas and viewsheds to Lake Ontario, the Niagara Escarpment, parks and open spaces, and natural features. This will include the provision of a single-loaded Waterfront Promenade and a Main Street that terminates at the Central Plaza.
- c) Where possible, development blocks should maximize solar gains through building orientation and layout to maximize potential for passive and active solar energy.
- d) All buildings should be designed to front, face, and feature abutting public and private streets. Reverse frontage shall generally not be permitted for development within this Secondary Plan Area. Where conditions exist that require reverse frontage, it shall be done to the satisfaction of the Town.
- e) Site design is intended to reflect a high quality built environment, including elements such as orienting buildings to address the public realm and streetscape, and reducing the number of vehicular driveways.

3.1.15.2.5.1.2 Built Form

- a) A full range of building types and tenures shall be provided to make a variety of housing options available within the community.
- b) Buildings shall be designed for an urban context by directing their primary building facades to the abutting public street or central courtyard. Buildings must be designed for close siting which facilitates street activity and active transportation, with views directed to the street and public spaces rather than towards parking areas and neighbouring sites.
- c) More prominent building massing and articulation shall be provided at corners and especially at the gateway entrances to the community from the North Service Road. This added treatment highlights the significance of these intersections and frames views and vistas to the Lake and the Niagara Escarpment.
- d) New development will be compatible with adjacent and neighbouring development, as well as existing residences in Victoria Shores, through a combination of siting, massing, and landscape features.
- e) Architectural styles of individual units shall complement each other. The various architectural forms within the community shall provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/heritage and modern influences. It is important that the architectural form and architectural style complement the design of the public realm.
- f) A variety of architectural elements, such as wall plane articulation, entry porches, canopies, columns, dormers, and material detailing should be employed to create a distinctive character for streetscapes in the community.
- g) Where parking cannot be provided within structures, surface parking areas shall be located to the rear or the interior side yard for commercial and employment blocks abutting the North Service Road. Appropriate landscaping and screening measures shall be provided to mitigate their visual impact on public views.

3.1.15.2.5.1.3 Relationship of Buildings to Streets and Open Spaces

- a) Primary building entrances shall be clearly visible, located to front onto a street, be direct, and should be accessible to people of all ages and abilities.
- b) Buildings will generally be aligned parallel to an abutting street with siting and massing that provides a consistent building relationship.

- c) Buildings at corner sites will be sited and massed to address the intersection and adjoining streets.
- d) Buildings located adjacent to, or at the edge of parks and open spaces, will be designed, sited and massed to address the open space, and where appropriate, provide opportunities for overlook of these features.



Figure 1: Buildings should frame public roads



Figure 2: Dwelling frontages should orient towards parks and open spaces



Figure 3: Stepped storeys will encourage the provision of private outdoor space



Figure 4: Massing of buildings should transition from greater to lower mass and height

- e) Development shall coordinate with all streetscape elements and utilities located within the road right-of-way, to ensure there are no conflicts between buildings, driveways, walkways or other site plan components.
- f) Front-facing garages shall be discouraged. If front facing garages are provided, they shall be designed to be in line with, or recessed between 1.2 and 1.5 metres behind, the main building face.
- g) Buildings facing parks, open spaces, Collector Roads, the Waterfront Promenade, or the Main Street should not have front facing garages so as to create a pedestrian oriented building to street relationship and to promote eyes on the street. Side or rear lane-based housing options should be considered. If front facing garages are required, the design shall be to the satisfaction of the Town.
- h) Projections into the required front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for grade-related dwellings to provide pedestrian-scaled streetscape interest.

- i) Where front facing garages are necessary, the face of the garage door shall be set behind the main building facade. Dwelling designs with garages projecting beyond the front building wall facade are not permitted, unless the unit is designed such that:
 - i. This is a habitable room over the garage. The habitable room shall not be setback more than 1.0 metre from the face of the garage;
 - ii. The front door is clearly articulated with a porch or verandah with adequate space for seating, setback a maximum 2.0 metres from the front of the garage; and,
 - iii. The roof is designed to unify the dwelling and the garage.

3.1.15.2.5.1.4 Built Form Transition and Massing

- a) Building siting and arrangement within the development blocks is a key component in providing an attractive streetscape. The siting of buildings can provide emphasis in a community by framing views and allowing for vistas to key features (e.g. waterfront, Central Plaza, park areas, and landmarks). The appropriate massing of these buildings will provide for comfortable pedestrian-scaled environments and help to transition densities both internally and outside the Secondary Plan Area, mitigating and/or eliminating negative impacts such as shadowing and overview.
- b) The massing of buildings should transition from greater to lower mass and height by incorporating techniques such as angular planes and/or stepbacks. Gaps between buildings using elements such as parks, plazas, parking areas, or streets are encouraged to provide relief along long, closed strings of building mass.

3.1.15.2.5.2 DESIGN GUIDELINES FOR BUILDINGS

3.1.15.2.5.2.1 Detached and Semi-Detached Dwellings

- a) Buildings must have front and exterior side facades that are parallel to the street with front doors, windows and entry features facing the street to create a consistent street wall.
- b) Front facing garages should generally be avoided where possible, and buildings should have front porches facing the street.
- c) Corner lots are priority lots within the community. The design of these dwellings shall include the following considerations:

- i. The flanking side elevation shall be given a level of architectural detailing equal to the front elevation of the dwelling;
- ii. The main front entrance should be located on the exterior side elevation, where possible, and corner windows, wrap-around porches, or other architectural features should be included to address the corner location; and,



Figure 5: Garages should be accessed from a rear lane



Figure 6: Design of dwellings facing parks are subject to special design considerations



Figure 7: Entrance features may encroach into required setbacks



Figure 8: Corner lots are priority lots within the community

- iii. Where fencing is provided in front yards, it shall be limited to a maximum height of 1.0 metre.
- d) Porches, stairs, canopies, and other entrance features may encroach into the required front yard and/or exterior side yard, in accordance with the implementing Zoning By-law.
- e) In addition to the guidelines listed above, the following additional guidelines apply to semi-detached dwellings:
 - i. Semi-detached dwellings with a front facing garage and driveway should have the garages paired to maximize the extent of continuous green planting area;
 - ii. The use of architectural detailing on semi-detached dwellings is encouraged to generate streetscape massing variety.
 - iii. Semi-detached dwellings should be two to three storeys. Bungalow forms are discouraged for this housing type;

- iv. Semi-detached dwellings shall have single-car attached garages when accessed from the street frontage. Double car garages will only be permitted for lane based or rear yard garages; and,
- v. For semi-detached corner lot buildings, the entry feature of the interior unit should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.

3.1.15.2.5.2.2 Townhouses and Other Multi-Unit Dwellings

- a) The siting, massing, and building facade design of the units shall be coordinated on a block-by-block basis through the architectural control process. The overall streetscape composition should display massing and design continuity while achieving streetscape variety.
- b) Building facades within a development block should be articulated in a manner that provides variation between units but reinforces common characteristics that visually unite the block.
- c) Variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details, is required to break up the massing of units within a block. However, the main roof should appear as one roof where possible and reflect the architectural style of the unit block.
- d) The massing and form of townhouses adjacent to single detached and semi-detached dwellings shall be complimentary but shall not necessarily be the same height.
- e) The main front entry should be oriented to the front lot line or higher order street, for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line. Where a dwelling unit flanks a private street or laneway, the main entrance shall face the front lot line or an interior courtyard.
- f) Rear lane accessed garages are preferred for townhouses and other multiple unit dwellings, where possible. Where front facing garages are necessary, the garage door shall not exceed 50% of the width of the unit. Where units abut, garage doors should be paired.
- g) Rear lane accessed garages shall be complementary in design and building material with the principal dwelling.
- h) Utility meters shall be screened from public view and integrated into the design of the units through the use of wall recesses, enclosures, or inseting within the building walls. Rear lane units shall locate utility meters at the rear lot line.

- i) Side and rear elevations visible from streets and other elements of the public realm shall have architectural treatments consistent with the design of the front elevation.



Figure 9: Semi-detached dwellings with attached garage that appear recessed through use of a projecting porch



Figure 10: Main front entries should face the public street



Figure 11: Variation between units should be incorporated. Reinforcing visually uniting characteristics



Figure 12: Rear lane accessed garages

- j) Corner unit designs are encouraged to provide significant corner features such as porches, wall articulation and bay windows, or other corner unit features as appropriate to their traditional or contemporary architectural style.
- k) Rows of street townhouses should be limited to a maximum of 8 units, with 6 units preferred. Back to back townhouses and stacked townhouses should be limited to 16 units. The length of the townhouse blocks should not exceed 50.0 metres, unless it is essential to the architectural style of the townhouse block.
- l) Where townhouses or other multiple unit dwellings face the Main Street, or the Waterfront Promenade, front facing garages shall not be permitted. These locations will require lane based or below grade garages.

3.1.15.2.5.2.3 Live-Work Units

- a) Live-Work units introduce a flexible built form use that allows for the unit to be used fully as a residence or a residence above with retail or service commercial uses at grade.
- b) Live-Work units should be sited along the Waterfront Promenade or other identified Collector Roads.

- c) Live-Work building designs should support pedestrian activity through minimal front yard setbacks, pedestrian weather protection such as canopies and enlarged clear glazed windows and pedestrian-scaled detailing for commercial space.
- d) On-street parking shall be provided as lay-by parking with resident parking provided at the rear of the building and accessed from a lane or a private road.
- e) Mechanical equipment including air conditioning units and utility meters shall be screened and/or located away from public view.



Figure 13: Live-work building designs should support pedestrian activity



Figure 14: Live-work units allow for commercial/retail uses at grade and residences above

3.1.15.2.5.2.4 Low-Rise Apartment Buildings

- a) Low-Rise Apartment buildings are appropriate in establishing an active urban character where intensity of use is desirable, such as locations close to commercial uses, the Waterfront Promenade, and the Main Street.
- b) The majority of the main building facade shall front the abutting street. The implementing Zoning By-law shall establish an appropriate build-within zone to ensure pedestrian comfort and streetscape activation.
- c) Long expanses of blank wall at grade shall be avoided.
- d) Parking shall be located below grade, where possible. Visitor parking, loading, and service areas shall be located in areas of low public visibility in side or rear yards and set back from the front facade of the building. These functions shall not occur along the Waterfront Promenade frontage.
- e) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

- f) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and/or colours that are consistent or complementary to the building.
- g) The design of the building and the site layout shall consider overall form, massing and proportions, and rhythm of major repetitive building elements, to create a streetscape that supports the pedestrian scale.
- h) A variety of high quality masonry (brick and stone) or other quality building cladding systems are encouraged.



Figure 15: The main building façade should face the public road



Figure 16: Low-rise apartment buildings establish an active urban character

3.1.15.2.5.2.5 Mixed-Use Buildings

- a) Mixed-Use buildings may include commercial and office uses at grade and commercial, office uses, and multi-unit residential above or behind. Ground floors shall be designed to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor.
- b) The guidelines as outlined under Mid-Rise or High-Rise Apartment Buildings, shall also apply to Mixed-Use buildings, depending upon the building height.
- c) Mixed-Use buildings are envisioned for the higher order street network within the Secondary Plan Area including, Main Street, the Waterfront Promenade, and the North Service Road.
- d) Buildings abutting low to mid-rise residential properties shall be designed to include appropriate approaches for transition including enhanced landscaping, setbacks, stepbacks, and/or angular planes.
- e) Larger buildings should be articulated to avoid large expanses of uninterrupted blank wall. Grade level retail frontages shall be broken down in scale to provide a finer

grained frontage onto the Main Street, and the Waterfront Promenade. Reflective mirror glass shall not be used for windows at grade.

- f) Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner locations for visual interest and to “anchor” the building.
- g) Residential entrances shall be clearly distinguished from the commercial entrances through building design and can be located at the front or side of the building.
- h) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and/or colours that are complementary to the building.



Figure 17: Mixed-use buildings provide commercial and office uses at grade with multi-unit residential above



Figure 18: Corner buildings shall be designed to create visual interest at the corner to “anchor” the building

3.1.15.2.5.2.6 Mid-Rise Residential Buildings

- a) Buildings and their primary entrance shall be oriented towards and face the abutting street. The implementing Zoning By-law shall establish an appropriate build-within zone to enhance pedestrian comfort and streetscape activation.
- b) Mid-Rise buildings may be slab form or include a podium and tower configuration. For a slab configuration, there should be a 2.0 metre setback above the 3rd storey facing a street. If a podium and tower configuration is preferred, the podium should be a maximum of 3 storeys.
- c) Balconies on all storeys above grade are encouraged. Where townhouse units are proposed at the base of the building they should incorporate a defined front yard that can accommodate tree planting and landscaping.
- d) Servicing, loading, and parking access shall be from a rear lane or private road. These functions shall not occur along the Waterfront Promenade frontage.
- e) Parking shall be located in structure, where feasible.



Figure 19: Mid-rise Residential Buildings



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



Figure 21: High-rise residential buildings can be landmarks through a combination of design and height

- f) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.
- g) Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building, with materials and/or colours that are complementary to the building.

3.1.15.2.5.2.7 High-Rise Residential Buildings

- a) High-Rise Residential buildings have been located to indicate through built form, the location of Prudhommes, with some in the form of landmarks. Landmark High-Rise buildings will be highly visible and legibly mark the Secondary Plan Area through a combination of architectural design and height. The Landmark High-Rise buildings will serve as the tallest buildings in the community.
- b) Landmark High-Rise Residential buildings will generally be a maximum of 18 storeys in height and designed to have podium and tower elements. The podium should be a maximum of 3 storeys.
- c) Buildings and their primary entrance shall be oriented and face onto the abutting street.

- d) The top of the building should be distinct and include architectural detailing that contributes to the skyline. Penthouse mechanical rooms and rooftop mechanical equipment shall be screened from public view and integrated into the design of the building and/or rooftop with materials and/or colours that are complementary to the building.
- e) Parking shall be located in structure, where feasible, and structures should not be visible from the street or Waterfront Promenade. Parking structures are also encouraged to be lined by units to create visual interest and to help screen the parking structure from view.
- f) Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

3.1.15.2.5.2.8 Commercial and Employment Buildings

- a) The Commercial and Employment buildings will be located along the North Service Road. These buildings will serve as an edge along the southern portion of the Secondary Plan Area, define the major and minor gateways, and contribute to the pedestrian scale of the community.
- b) Commercial buildings located at the primary gateway will serve an important role of defining the entry to and initial impression of the community. Buildings at these locations will:
 - i. Include distinctive building designs which include articulated built form, massing features and added building height at corners that address the gateway;
 - ii. Incorporate decorative planting and/or hardscape features that complement the building design and materials; and,
 - iii. Include decorative paving at the corners and to define direct connections to building main entrances.
- c) Building scale, massing, and height should relate to the pedestrian scale and encourage pedestrian circulation.
- d) Entrances to buildings should be emphasized through any combination of material changes, maximized height, canopies, or wall articulation.

- e) Clear glazing should be maximized on all building elevations, where possible. Street frontages and elevations facing parking areas shall include clear glazing and/or landscaped walls to provide a comfortable and safe pedestrian experience.



Figure 22: Clear glazing should be maximized on all elevations



Figure 23: Decorative planting can complement the building design and materials



Figure 24: Entrances can be emphasized through wall articulation



Figure 25: Non-street facing buildings can provide visual interest through architectural detailing like the main façade

- f) Non-street facing building facades exposed to public view or facing parking areas shall provide visual interest through the provision of windows, wall articulation, architectural detailing and/or landscaped walls similar to the main building facade.
- g) Large expanses of blank wall shall be avoided and addressed through landscaping, wall articulation, and material changes to create visual interest.
- h) Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.
- i) Servicing and loading areas shall be discreetly located and be screened from public view through architectural design, low walls, and landscaping features.
- j) Entrances to parking areas shall be from internal Collector Roads and not from the North Service Road, unless approved by the Region, Ministry of Transportation of Ontario, and the Town.
- k) Parking in structures is preferred, where possible. Where at-grade parking is provided it shall be to the side or rear of the building and should not occupy more than 50% of any street frontage.

- l) Large parking areas should be broken down into smaller courts of parking that include pedestrian routes defined through planted raised islands, decorative unit paving, and traffic bollards.
- m) Raised medians that are generally 4.5 metres wide, consisting of a 1.5 metre wide paved walkway with a 3.0 metre tree planted landscaped area on one side, shall define the walkway to a building's entrance from the parking areas.
- n) Where possible, walkways within parking areas should be consistent and coordinated with those on adjacent properties.

3.1.15.2.5.2.9 Utility Buildings

- a) Utility buildings located within the community required for such purposes as sewage pumping, telecommunications, and electricity distribution, should be designed in accordance with the following objectives:
 - i. Buildings shall be located discretely to minimize their visual impact to public view;
 - ii. The exterior appearance of utility buildings should be designed to address the overall streetscape by exhibiting characteristics that relate to the architectural style of the community;
 - iii. The use of articulated street-facing walls and exterior materials which reference the residential and/or non-residential materials and architecture is essential;
 - iv. Mechanical equipment associated with the building shall be oriented as far away as possible from adjacent residential and public areas; and,
 - v. Integrated landscaping shall be provided around the utility building.

3.1.15.2.5.2.10 Other Building Types

- a) Applications for unique site arrangements, and/or building configurations not specifically addressed by the Design Guidelines of this Secondary Plan may be required to provide a design brief which describes the relationship to, and treatment of, public or publicly-accessible spaces. This may include:
 - i. Pedestrian and vehicular circulation;
 - ii. Lighting;

- iii. Building facade design and treatment for street facing buildings;
- iv. Streetscape and landscape treatments; and,
- v. Other design requirements related to the public realm including CPTED design principles and AODA compliance.

3.1.15.2.5.2.11 Garages, Driveways, and Garage Access

- a) Garages and their location can have a major impact on the visual character and quality of the streetscape. Grade related housing forms such as single detached, semi-detached, and street townhouse dwelling units should have garage access through a lane, to a rear yard or at the rear of the lot accessed from a driveway or private road, wherever possible. For all other building forms and uses, parking will be located away from the street, to the rear, to the side, below grade, or located in structure.
- b) Front facing garages are discouraged and shall not be permitted fronting onto the Main Street and should generally not be permitted on the Waterfront Promenade. Where front facing garages are proposed, their design and relationship to the main dwelling shall be secondary and visibility mitigated through increased setback from the main wall, recessed garage doors, second storey build over, or other mitigative techniques acceptable to the Town. The garage shall complement the main dwelling while being visually de-emphasized to ensure a better pedestrian and streetscape experience.
- c) Lane-based garages are accessed from a rear laneway or private road, removing the garage from the street frontage and contributing positively to built form character and streetscape quality in the community. Rear-accessed garages shall be complementary to the principal dwelling in terms of materials, character, and quality. Secondary residential units are permitted above lane based garages in accordance with the provisions of Section 3.1.6 of the Official Plan.
- d) Garages can be located in rear yards and accessed by a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached from, or attached to, the dwelling. Rear yard garages shall be designed to complement the principal dwelling. Driveways accessing rear yard garages shall be kept to a maximum single lane width. Secondary residential units are permitted above rear yard garages in accordance with the provisions of the Official Plan.
- e) Structural parking shall be provided for residential and mixed-use development in mid-rise and high-rise built forms. Below grade parking should be provided for residential or mixed use residential. The following guidelines apply to structured garage access:
 - i. Access areas or ramps should be discreetly located off of lanes or the short side of the block to limit their physical and visual impact on the streetscape;

- ii. Where possible, for Mid-Rise and High-Rise Residential and Mixed-Use buildings, access areas/ramps should be combined with servicing and loading to minimize the visual impact of these services;
 - iii. The garage access area will be well lit and include landscaping or architectural treatment to address public views; and,
 - iv. Landscaped walls are encouraged to soften the view of the parking structure.
- f) Where structured parking abuts a street, the visual impact of the structured parking shall be minimized through screening or by treating the building facade like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades. In addition, structured parking, where adjacent to a street, shall be encouraged to be faced with commercial/ employment uses at street level and/or landscaped walls.

3.1.15.2.6 RESIDENTIAL POLICIES

3.1.15.2.6.1 RENTAL/AFFORDABLE HOUSING POLICIES

- a) This Secondary Plan encourages and supports, where appropriate, private, public, and non-profit housing developments designed to provide a variety of housing options, including small ownership dwellings, higher density condominium dwellings, buildings with rental units, as well as developments that facilitate “ageing-in-place”.
- b) This Plan will accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle.
- c) Taller and more intense house forms will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock. In addition, senior’s housing, long-term care facilities, affordable supportive and affordable accessible housing, and assisted living units are encouraged to be incorporated into the housing stock.
- d) It is the objective of this Secondary Plan to encourage more affordable housing options in accordance with the Official Plan and the following:
 - i. Promoting higher density housing forms, where housing is generally more affordable due to reduced per unit land costs;
 - ii. Building smaller units, where housing is generally more affordable due to lower development costs;

- iii. Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,
 - iv. Encouraging the development of accessory apartments/secondary suites.
- e) The construction of new rental housing units with a full mix and range of unit sizes, including multi-bedroom large-sized, as well as smaller units, is encouraged and supported.

3.1.15.2.6.2 LOW-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent for the areas designated as Low-Rise Residential to accommodate residential buildings that are ground related, contributing to an acceptable height transition between new development and the existing houses in the Victoria Shores neighbourhood.

Permitted Uses

- b) The uses permitted within the Low-Rise Residential Designation may include:
- i. Single detached, semi-detached, duplex, street, stacked and block townhouse units, and low-rise apartments;
 - ii. Secondary residential units, in accordance with the policies of the Official Plan;
 - iii. Home occupations, in accordance with the policies of the Official Plan;
 - iv. Group homes, in accordance with the policies of the Official Plan;
 - v. Bed and breakfast establishments, in accordance with the policies of the Official Plan;
 - vi. Parks and open spaces; and,
 - vii. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.



Figure 26: Lane-based garages should be designed to Provide an attractive visual environment



Figure 27: Rear yard garages minimize the negative visual impact of the garage on the streetscapes



Figure 28: Garage are setback behind the main wall face or the front porch



Figure 29: Attached garages must be a natural extension of the design, massing and materials of the main dwelling

General Policies

- d) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height.
- e) The appropriate mix of units and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- f) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and ecological functions of the system.
- g) Multiple units and apartments shall be subject to Site Plan Control, in accordance with the policies of the Official Plan.

3.1.15.2.6.3 MID-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent for the areas designated as Mid-Rise Residential to accommodate residential buildings that provide a more compact urban form that takes advantage of the waterfront context and access to the North Service Road and/or arterial roads.

Permitted Uses

- b) The uses permitted within the Mid-Rise Residential Designation may include:
- i. Street, block, back to back, stacked townhouses, and other multiple unit dwelling types, low-rise and mid-rise apartments;
 - ii. Live-work units;
 - iii. Community facilities;
 - iv. Day care facilities;
 - v. Group homes, in accordance with the policies of the Official Plan;
 - vi. Secondary residential units, in accordance with the policies of the Official Plan;
 - vii. Home occupations, in accordance with the policies of the Official Plan;
 - viii. Bed and breakfast establishments, in accordance with the policies of the Official Plan;
 - ix. Institutional uses;
 - x. Neighbourhood-oriented commercial uses such as local convenience stores and personal service uses;
 - xi. Parking facilities at-grade and/or in structure;
 - xii. Parks and open spaces; and,
 - xiii. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- d) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height. Minimum building heights shall be 2 storeys.
- e) Mid-Rise buildings may be developed in a slab form, or in a podium and tower built form. Slab buildings shall include a stepback of 2.0 metres above the third storey for any building facade adjacent to a street.

- f) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.
- g) The appropriate mix of units and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- h) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- i) All forms of development within the Mid-Rise Residential Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

3.1.15.2.6.4 HIGH-RISE RESIDENTIAL DESIGNATION

Intent

- a) It is the intent of the areas designated as High-Rise Residential to accommodate residential buildings that provide a more compact urban form that takes advantage of the waterfront context, the views of Lake Ontario and the Niagara Escarpment, and access to the North Service Road and/or arterial roads.

It is expected that the tallest buildings will be high quality landmarks that identify the Secondary Plan Area as a distinct and desirable community. In addition, within areas designated High-Rise Residential, it is expected that various building forms and uses may be permitted on individual development sites that are comprehensively planned.

Permitted Uses

- b) The uses permitted within the High-Rise Residential Designation may include:
 - i. Stacked townhouses, other multi-unit dwelling types, and high-rise apartments;
 - ii. Live-work units;
 - iii. Community facilities;
 - iv. Institutional uses;

- v. Group homes, in accordance with the policies of the Official Plan;
 - vi. Day care facilities;
 - vii. Neighbourhood-oriented commercial uses such as local convenience stores, restaurants and personal service uses;
 - viii. Secondary residential units, in accordance with the policies of the Official Plan;
 - ix. Home occupations, in accordance with the policies of the Official Plan;
 - x. Bed and breakfast establishments, in accordance with the policies of the Official Plan;
 - xi. Hotels;
 - xii. Parks and open spaces;
 - xiii. Parking facilities at-grade and/or in structure; and,
 - xiv. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- d) Maximum building heights shall be in accordance with Schedule 'B2' – Building Height. Minimum building heights shall be 3 storeys.
- e) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.
- f) Schedule 'B3' – Urban Design Features identifies two Major Landmark locations that are within the High-Rise Residential Designation. These locations warrant taller buildings, with a minimum building height of 12 storeys, and special design treatments that operate at all the appropriate scales, so that the importance of the site is legible, as much for someone standing directly in front of the building, as for someone standing several kilometres away. On these Landmark locations, because of their prominent

locations and their inherent visibility, the built form, as well as the surrounding landscape, must:

- i. Clearly distinguish the built form, urban design, and landscaping as a signature location through iconic design, which may also link to the overall character of the Secondary Plan Area; and,
- ii. Enhance the site and strengthen the identity of the Secondary Plan Area by providing a use that is an attraction that enhances the image of the community.

The Town will encourage a Design Competition to ensure that each building is of an iconic character and a showpiece of design excellence and innovation.

- g) The appropriate mix of units and lot sizes of new development for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- h) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- i) All forms of development within the High-Rise Residential Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

3.1.15.2.7 EMPLOYMENT AND MIXED USE POLICIES

3.1.15.2.7.1 A ROBUST MIX OF USES

- a) A mixed-use community that is walkable, with connected public gathering places, where opportunities for social interaction are increased and where commercial and community services can be provided within easy walking and cycling distances is a requirement of this Secondary Plan.
- b) Community infrastructure and institutional uses, recreational and public buildings, and arts and cultural facilities shall be in locations that are accessible by the active transportation network and, in the future, by public transit to meet the needs of people of all ages, backgrounds, and capabilities throughout the various stages of their lives.
- c) This Secondary Plan shall require a broad mixture of retail commercial uses, parks and open spaces and community facilities to support the needs of the community, including:

- i. Modestly scaled (generally less than 2,000 square metres per unit) retail and office commercial uses, restaurant, community and arts, and cultural facilities provided on the ground floor in multi-unit and mixed-use buildings located adjacent to the planned Main Street; and,
 - ii. Larger scale (generally greater than 2,000 square metres per unit) retail commercial, office, community, institutional and other employment-related uses in larger footprint buildings located adjacent to the North Service Road.
 - iii. Live-work units compatible with residential uses along the planned Main Street, the Waterfront Promenade and Collector Roads.
- d) Wherever possible, all new dwelling units be situated for pedestrian access within approximately 800 metres (a 10 minute walk) of three or more of the following planned community services:
- i. Retail Commercial Use;
 - ii. Childcare Facility;
 - iii. Public Park, Community Garden;
 - iv. Health Care Clinic;
 - v. Public Library;
 - vi. Place of Worship;
 - vii. Adult/Senior Care Facility;
 - viii. Performance or Cultural /Arts Space;
 - ix. Recreation Centre; or,
 - x. Elementary School.

3.1.15.2.7.2 EMPLOYMENT DESIGNATION

Intent

- a) It is the Town's intent that the Employment Designation will attract employment generating land uses that can take advantage of the exposure along the Queen Elizabeth Way. It is expected that the Employment Designation will include clusters of business and economic activities including, but not limited to, small and modestly

scaled office space users, and limited associated retail, service, and ancillary facilities. It is intended that development within the Employment Designation will exhibit a high standard of building design and landscaping.

Permitted Uses

- b) Permitted uses within the Employment Designation may include:
- i. Offices;
 - ii. Service sector industries including transportation, communication, business services, government services, medical and other health related facilities;
 - iii. Banquet facilities;
 - iv. Commercial recreation facilities;
 - v. Hotels, including night clubs, that are located within the hotel;
 - vi. Parks and open spaces;
 - vii. Community facilities;
 - viii. Parking facilities at-grade and/or in structure;
 - ix. Infrastructure and public service facilities, in accordance with the policies of the Official Plan; and,
 - x. Ancillary uses that specifically support the permitted employment uses such as, restaurants, personal services and convenience commercial uses, where they are wholly integrated into a building that accommodates another permitted use.
- c) Notwithstanding the list of permitted uses within the Employment Designation, the following uses are specifically prohibited:
- i. The outside display or storage goods in front or exterior side yards;
 - ii. Stand-alone nightclubs;
 - iii. Places of entertainment;
 - iv. Adult entertainment parlour; and,

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

General Policies

- e) Maximum building heights are identified on Schedule 'B2' – Building Height. The minimum permitted building height shall be 2 storeys.
- f) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.
- g) The number and scale of ancillary uses shall be designed to primarily serve the local businesses and ancillary uses collectively shall not occupy in excess of 20% of net land area in the Employment Designation at any given time.
- h) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- i) Employment uses adjacent to or abutting existing residential uses within the Victoria Shores neighbourhood, shall be adequately screened and separated by an appropriate buffer which may include the existing creek and/or landscaping to provide a visual barrier.
- j) The appropriate mix of uses, buildings, and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- k) All forms of development within the Employment Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

3.1.15.2.7.3 COMMERCIAL MIXED USE DESIGNATION

Intent

- a) The lands within the Commercial Mixed Use Designation are intended to provide opportunities for larger scale retail facilities in combination with residential

development, as well as other uses. It is the intent of the Town that buildings and sites throughout the Commercial Mixed Use Designation may develop as comprehensively planned commercial centres, consisting of individual buildings or multi-unit, multi-use buildings.

New development is encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the area in general, but also on individual development sites, and within individual buildings. Uses within stand-alone buildings are also permitted.

Permitted Uses

- b) Permitted uses on lands within the Commercial Mixed Use Designation may include:
- i. Retail, service commercial uses and restaurants of all types and scales, up to a maximum of 4,645 square metres of gross leasable floor area per individual use;
 - ii. Automotive uses and drive-thrus are not permitted adjacent to the Main Street Major Gateway. Automotive uses and drive-thrus are only permitted adjacent to the North Service Road in accordance with:
 - Drive-thru windows on building facades shall be located so that they are not directly facing a public street;
 - Providing all drive-thru traffic stacking lanes internal to the site and to the rear or sides of buildings and not between the building and the public street; and
 - Locating all drive-thru stacking lanes and driveways to the rear or sides of buildings and not between the building and the public street.
 - iii. Offices;
 - iv. Mid-Rise and/or High-Rise Residential uses that are integrated in a mixed use building that includes permitted retail and/or service commercial uses;
 - v. Institutional uses;
 - vi. Hotels and banquet halls;
 - vii. Commercial recreation facilities;
 - viii. Places of entertainment;
 - ix. Places of worship;

- x. Day care facilities;
 - xi. Funeral homes;
 - xii. Parking facilities at-grade and/or in structure;
 - xiii. Parks and open spaces;
 - xiv. Community facilities; and,
 - xv. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

Development Policies

- d) Maximum building heights are identified on Schedule 'B2' – Building Height. Minimum building heights are 3 storeys or 15 metres, whatever is greater. A maximum of two buildings having a maximum height of 1 storey, may be permitted within the Commercial Mixed Use Designation, adjacent to the North Service Road.
- e) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall not include any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.
- f) Buildings in this designation may include mid-rise buildings that include a 2.0 metre stepback above the 3rd storey, where the building facade is adjacent to a public street. Or may include a podium and tower configuration, where the podium is a maximum of 3 storeys.
- g) Development may include stand-alone single use buildings or mixed use buildings. Residential uses should occupy floors above the ground floor in mixed use buildings.
- h) The Commercial Mixed Use Designation includes an area identified as a Major Gateway on Schedule 'B3' – Urban Design Features. That gateway feature is expected to be established primarily through significant built form, with building height and building design features oriented to the intersection. This is a primary entrance into the Prudhommes community, and the key entry into the Main Street Destination and the Commercial Destination identified within the Commercial Mixed Use Designation.

- i) The Commercial Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant retail destination at this location within the Commercial Mixed Use Designation. The largest, and most substantial retail commercial facility is expected to be located at this corner.
- j) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- k) The appropriate mix of uses, buildings, and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- l) All forms of development within the Commercial Mixed Use Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan. Key design elements include:
 - i. Built form along the North Service Road will provide numerous design functions including being the initial window into the community, assisting in buffering noise from the QEW, and defining the gateways or entry points into Prudhommes;
 - ii. The generous block depths provide flexibility for the future development of this area with a potential mix of commercial/retail, office, and other employment uses; and,
 - iii. Buildings will be generously setback from the street edge to allow for the provision of a wide landscape buffer to not only address the high traffic street frontage but to also comply with the Ministry of Transportation of Ontario setback requirements and to incorporate multi-use pedestrian and cycling paths.
- m) All buildings fronting onto the North Service Road shall have clear glazing and/or landscaped walls, allowing for visual connection to the landscaped buffer, the street frontage and to allow for passive surveillance.
- n) A minimum of 50% of a block frontage will be comprised of built form with larger percentages of block frontage encouraged.
- o) Parking areas shall not exceed 50% of a block frontage. Parking area edges along the North Service Road will include continuous hard and soft landscaping that provides

visual continuity with the built form and street edge. Parking areas should be screened from view from streets and open spaces with low fencing, plantings and planted berms.

- p) All landscaped screening of parking areas will be designed in keeping with CPTED principles.
- q) Buildings fronting along the North Service Road, and ultimately the QEW, shall have enhanced design features and use high quality building materials.

3.1.15.2.7.4 MAIN STREET MIXED-USE DESIGNATION

Intent

- a) It is the intent of the Town to promote Main Street Mixed-Use buildings that will appear and function like a traditional Ontario main street. The Main Street Mixed-Use Designation will:
 - i. Promote a vibrant, inviting, and appealing atmosphere on these lands that will attract residents and new businesses, and encourage walking and cycling;
 - ii. Facilitate the development of a main street style shopping destination; and,
 - iii. Ensure that development within the Main Street Mixed-Use Designation is comprehensively planned to ensure that the impacts of servicing, access, loading, and parking can be adequately addressed.

Permitted Uses

- b) The following uses/mixture of uses may be permitted within the Main Street Mixed-Use Designation:
 - i. Retail commercial uses including retail stores, restaurants, and personal services, with a Maximum Gross Leasable Floor Area of approximately 400 square metres per unit;
 - ii. Mixed-Use buildings with dwelling units and/or office uses located above the first floor;
 - iii. Offices;
 - iv. Hotels;
 - v. Cultural, recreational and entertainment uses;

- vi. Child care facilities;
 - vii. Institutional uses;
 - viii. Covered parking facilities at-grade and/or in structure;
 - ix. Parks and open spaces;
 - x. Community facilities; and,
 - xi. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

Development Policies

- d) Maximum building heights are identified on Schedule 'B2' – Building Height. The minimum building height shall be 3 storeys.
- e) Buildings within the Main Street Mixed-Use Designation may be in a slab form, or in a podium and tower configuration. Slab buildings shall include a stepback of 2.0 metres above the 3rd storey for any building facade adjacent to a street. For a podium and tower configuration, the podium shall be a maximum of 3 storeys.
- f) High activity uses that animate the streetscape and encourage foot traffic, such as retail uses and restaurants, are required at-grade along the entire Main Street. Other uses such as offices, recreational, cultural and residential uses are encouraged to be located on second floors and above and/or behind the street-related façade. Residential uses are not permitted at-grade facing a public street. Restaurants may also be permitted on the second floors and above.
- g) The Main Street Mixed-Use Designation includes an area identified as a 'Minor Gateway' on Schedule 'B3' – Urban Design Features. That gateway feature is expected to be established primarily through built form, and the associated Central Plaza that links the Main Street to the water's edge. Building height and building design features shall be oriented to the intersection. This is a key entry into the Main Street Destination.
- h) The Main Street Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant destination at this location within the Main Street

Mixed-Use Designation. The activity and ambiance along the Main Street is expected to become the focal point of the Prudhommes community.

- i) The appropriate mix of uses, buildings and lot sizes of new development for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- j) All forms of development within the Main Street Mixed-Use Designation shall be subject to Site Plan Control. Key design elements include:
 - i. Buildings located at this key location within the community must provide for massing that encourages pedestrian activity, defines the Central Plaza, and frames views to Lake Ontario;
 - ii. Built form at grade should include architectural treatments/features along with uses and programming that encourage gathering and lingering within the Central Plaza and along the building elevations facing the Waterfront Promenade edge;
 - iii. Stepped storeys will encourage the provision of private outdoor space for residential units and visually link residents with the Central Plaza and Main Street activities. It will also allow for passive surveillance of these community spaces; and,
 - iv. The main floor facing the Main Street and Central Plaza will have an articulated building facade with narrow storefronts, frequent entrances and space for patios and sidewalk displays.

3.1.15.2.7.5 MIXED USE DESIGNATION

Intent

- a) It is the intent of Town to promote mixed use buildings that will provide opportunities for a range of business opportunities as well as residential apartments.

Permitted Uses

- b) Permitted uses within the Mixed Use Designation may include:
 - i. Retail, service commercial uses, small scale creative cultural industries and restaurants of all types, up to a maximum of 1,000 square metres of gross leasable floor area per individual use;

- ii. Offices;
 - iii. Mid-Rise Residential uses that are integrated in a mixed use building that includes permitted retail and/or service commercial uses;
 - iv. Institutional uses;
 - v. Hotels and banquet facilities;
 - vi. Commercial recreation facilities;
 - vii. Day care facilities;
 - viii. Parking facilities at-grade and/or in structure;
 - ix. Parks and open spaces;
 - x. Community facilities; and,
 - xi. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- c) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- d) Maximum building heights are identified on Schedule 'B2' – Building Height. Minimum building height shall be 2 storeys.
- e) Notwithstanding the maximum building heights identified on Schedule 'B2', the number of storeys permitted shall be in addition to any storey that is primarily utilized to accommodate required parking facilities. Primarily utilized shall be defined as 80% of the Ground Floor Area (GFA) that is used for parking stalls, ramps, and/or aisles that are required to accommodate the parking function.
- f) For the property known as the former Vineland Manufacturing operation, 4933 Victoria Avenue North, the applicant shall be required to demonstrate the following to achieve the maximum building height:
- i. that adverse impacts have been mitigated on adjacent low density residential lands as demonstrated through the submission of a sun/shadow study; and

- ii. that an urban design brief is submitted that addresses the compatibility of the development within the surrounding context and any landscaping/aesthetic improvements required.
- g) Buildings may be developed as stand-alone commercial or residential uses or in combination.
- h) Development abutting the Natural Environment Designation shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- i) The appropriate mix of uses, buildings and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.
- j) All forms of development within the Mixed Use Designation shall be subject to Site Plan Control.

3.1.15.2.7.6 MARINA DESIGNATION

Intent

- a) It is the Town's intent that the Marina Designation will develop with marina functions, and as a transportation hub linking land and water, and the Prudhommes community with the broader Twenty Valley Tourist Area.
- b) The Marina Designation is planned to provide further enhancement to the existing marina and assist in realizing its full potential as a community amenity. Enhancing the Marina with shops and restaurants, oriented to support and enhance the marina, will make the district a destination.

Permitted Uses

- c) Permitted uses within the Marina Designation may include:
 - i. Marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment;
 - ii. Tourism-related and marina-related retail and service commercial uses, restaurants and/or uses including indoor or outdoor markets, limited to small scale stalls that may be housed in a larger market facility;
 - iii. A marina administration office;

- iv. Artisan workshop uses;
 - v. Tour boat, water taxi facilities;
 - vi. Parks and open spaces;
 - vii. Parking facilities at grade and/or in structure; and,
 - viii. Infrastructure and public service facilities, in accordance with the policies of the Official Plan.
- d) The implementing Zoning By-law shall establish the specific permitted uses on any lot or development block.

General Policies

- e) Maximum building heights are identified on Schedule 'B2' – Building Height.
- f) Any market space or artisan workshop use may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns. To promote a 'Marina Marketplace' within this designation, retail and service commercial uses shall be clustered, as much as is feasible.
- g) The Marina Destination identifier on Schedule 'B3' – Urban Design Features is intended to promote a significant tourist-related destination at this location. The activity and ambiance adjacent to the water's edge in the Marina area is expected to attract visitors to the area, and potentially tour boats and/or water taxis, and become a focal point of the Prudhommes community.
- h) Development abutting the Natural Environment designation as shown on Schedule 'B1' – Land Use shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural environment features and their ecological functions.
- i) The appropriate mix of uses, buildings and lot sizes of new development for a property or site shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding existing land uses.

- j) The Marina should connect to the off-road trail network and include public waterfront access along its perimeter, enhancing access opportunities from the community, and highlighting the viewshed of the waterfront, shoreline and Toronto skyline.
- k) To differentiate the Marina's function, the circulation through the site should incorporate concepts of "shared space", allowing pedestrians, cyclists and vehicles to intermingle in portions of the district. Flexible bollards can open or restrict the space to vehicles, as desired.
- l) All forms of development within the Marina Designation shall be subject to Site Plan Control in accordance with the policies of the Official Plan.

3.1.15.2.8 CREATING AND PROTECTING GREENLANDS

3.1.15.2.8.1 THE GREENLANDS SYSTEM

- a) The Greenlands System is comprised of the Natural Environment Designation and the Parks and Open Space Designation, identified on Schedule 'B1' – Land Use. The Greenlands System as it is identified today, creates an unprecedented opportunity for the development of the Secondary Plan Area in the context of environmental protection and for public access and enjoyment of the water's edge.
- b) Due to the Secondary Plan Area's location along the edge of Lake Ontario there are environmental development constraints, as identified on Schedule 'B5-1' – Constraints Shoreline Stabilization Area, related to shoreline stability, wind, and wave uprush that will require further study prior to the development of some elements of this Secondary Plan.
- b) Schedule 'B5-2' - Candidate Natural Environment Protection/Conservation Areas identifies natural features which may be refined by an Environmental Impact Study, and which may be implemented without an Amendment to this Secondary Plan.

3.1.15.2.8.2 NATURAL ENVIRONMENT DESIGNATION

Approach

- a) The Town recognizes the important contribution that environmental features make to the creation of a vibrant, livable Town. The Natural Environment Designation recognizes the interdependence of natural environment features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.

- b) The Natural Environment Designation is subject to the policies of the Official Plan with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area.

Intent

- c) The biodiversity, ecological function, and connectivity of the natural features within the Natural Environment Designation shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. The Natural Environment Designation is intended to:
 - i. Protect the health and water quality of the watercourses, including Prudhommes Creek and Jordan Harbour West Creek;
 - ii. Conserve biodiversity;
 - iii. Protect all significant natural features and their ecological functions; and,
 - iv. Protect surface and underground water resources.

Composition

- d) The Natural Environment Designation is comprised of the natural features that the Town shall protect and conserve, such as the waterfront edge restoration area and Candidate Environmental Protection/Conservation Areas, identified on Schedule 'B5-2'. Associated buffers, which are not shown on the Schedules to this Secondary Plan, are to be defined through the completion of an Environmental Impact Study.
- e) The boundaries of those areas identified within the Natural Environment Designation are delineated on Schedule 'B1' – Land Use and further articulated in Appendix 'A' - Natural Heritage System, and comprise:
 - i. The land lying between the Lake Ontario Standard Wave Action Offset Limit and the shoreline;
 - ii. The valleylands associated with Prudhommes Creek and Twenty Mile Creek; and,
 - iii. Those lands lying within the 100-year floodline or wave uprush, whichever is the greater.

Permitted Uses

- f) Permitted uses on lands within the Natural Environment Designation (subject to the potential requirement of an Environmental Impact Study) may include:
 - i. Forest, fish and wildlife management uses;
 - ii. Small-scale, passive recreational uses such as active transportation trails, fences, docks and picnic facilities that will have no negative impact on natural features or on their ecological functions;
 - iii. Municipal infrastructure;
 - iv. Conservation and flood control projects and shoreline protection works where it has been demonstrated that they are necessary, in the public interest and other alternatives are not available; and,
 - v. Existing lawful uses, restricted to their geographic location as of the date of the passing of this Secondary Plan.
- g) Uses permitted within the Natural Environment Designation, as it applies to the Lake Ontario shoreline, shall comprise shoreline protection works, viewing areas, passive recreational areas, interpretive areas, walkways and trails, docks, and piers.

General Policies

- h) It is intended that more definitive boundaries of the Natural Environment Designation be established through the preparation of an Environmental Impact Study in accordance with the Official Plan, and in consultation with the relevant agencies during the consideration of development proposals. Reductions or increases to such boundaries will not require an Amendment to this Plan and shall be implemented through the complementary Zoning By-law.
- i) All lands within the Natural Environment Designation may be dedicated to the municipality or other government agency. However, should such a dedication occur as a result of the development of lands, such dedications shall not be considered a component of the required land dedication for park purposes pursuant to the Planning Act. Portions of those lands used for trails and walkways may be considered a component of the required parkland dedication, subject to the approval of the Town.
- j) All development and site alteration within or adjacent to the Natural Environment Designation will be strictly controlled through the approval processes of the Town, Niagara Peninsula Conservation Authority (NPCA) – as per Ontario Regulation 155/06, and Ministry of Natural Resources and Forestry.

- k) Butterfly habitat creation and a management plan targeted toward the Monarch Butterfly and other pollinator species shall be required prior to the approval of Draft Plans of Subdivision and Site Plans within the Secondary Plan, to the satisfaction of the Town. This may include the preparation of an Environmental Impact Study, to be determined by the Town, in consultation with the Region, and the NPCA. Habitat creation will be considered in all development applications. The ecological setbacks, buffers and areas within the Natural Environment Designation can be utilized as priority areas to achieve this objective.
- l) Development and Site alteration in habitat of endangered and/or threatened species shall be in accordance with provincial and federal requirement.
- m) Lands within the Natural Environment Designation will be integrated with other open spaces and the waterfront trail and edge, which will be essential in defining the Waterfront Promenade and providing opportunities to link to the Twenty Valley/Jordan Harbour Tourist Area.
- n) The Natural Environment Designation should be physically and visually accessible from the adjacent street network.
- o) Any planting occurring in the Natural Environment Designation shall include non-invasive, drought-tolerant plantings that integrate, complement, and support the adjacent natural environment features in a naturalized, self-sustaining manner.

Policies for the Natural Environment Protection/Conservation Areas

- p) Prior to development on lands identified on Schedule 'B5-2' as Candidate Natural Environment Protection/Conservation Areas, an Environmental Impact Study may be undertaken in accordance with the policies of the Official Plan, if identified as significant and identified as requiring protection.
- q) Landscaping proposed within the Natural Environment Enhancement Areas, subject to completion of an Environmental Impact Study (EIS), will consider the impacts to views to Lake Ontario from the Prudhommes community and the Waterfront Promenade.

Policies for the Swale Adjacent to Victoria Shores

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

- i. A width ranging from 12.0 metres to 18.0 metres will support the restoration or enhancement of the ecological integrity along this corridor;
- ii. The feature is proposed to remain in a self-sustaining state (with maintenance access provided), to serve multiple functions: as a transition between existing development and future development, as animal habitat, and as a watercourse and water quality enhancement feature; and,
- iii. The feature may support a trail or trail connection along its length

Policies for the Lake Ontario Shoreline

- s) The Secondary Plan Area is the Town's only urban area with lake frontage of which approximately 610 metres is almost undeveloped. It is imperative that appropriate public access to and along the water's edge be provided and the establishment of views to the Lake be maximized.
- t) Schedule 'B5-1' – Constraints, Shoreline Stabilization Area identifies the area where shoreline stabilization and erosion issues must be considered. This Secondary Plan intends that the 100-year erosion limit of Lake Ontario will not have a substantial impact on the development of the Secondary Plan Area, as the erosion hazard can be adequately overcome by protective measures approved by the Niagara Peninsula Conservation Authority and Ministry of Natural Resources and Forestry. However, a program of shoreline protection is required and should include, in addition to being designed in accordance with coastal engineering standards and practices, habitat enhancement, naturalization of selected areas of the shoreline, preservation of significant shoreline features and bioengineering stabilization of the shoreline slope, where appropriate.
- u) The construction and maintenance of the protective shoreline measures shall be required. The protective shoreline measures shall be implemented through subsequent planning approvals. No development is permitted within the 100-year erosion limit of Lake Ontario until protective shoreline measures are in place.
- v) Located along the Lake Ontario shoreline there may be areas of critical fish habitat. Site development/redevelopment, including shoreline protection works, docks and piers, and points of storm water discharge, shall ensure that where areas of critical fish habitat exist, they are not adversely impacted. The developer shall be responsible for undertaking the appropriate study in accordance with the policies of the Official Plan.

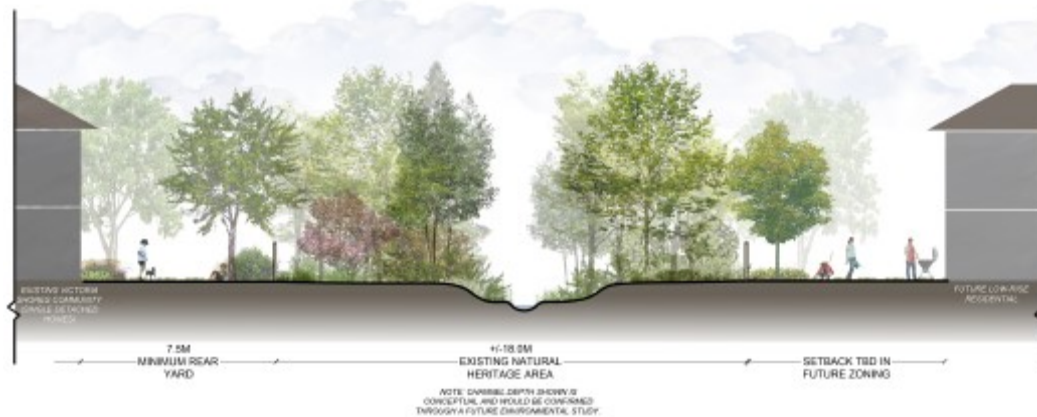


Figure 30: Concept of Victoria Shores Swale Without Maintenance Route



Figure 31: Concept of Victoria Shores Swale with Maintenance Route

- w) In recognition of the significance of the natural resource system associated with the shoreline, it is a requirement of this Secondary Plan that the design of shoreline protective measures includes vegetative areas and plantings, where possible, that appropriately address the aesthetic and natural resource values of the shoreline.

3.1.15.2.8.3 PARKS AND OPEN SPACE DESIGNATION

Intent

- a) It is the intent of this Secondary Plan that the areas designated as Parks and Open Space on Schedule 'B1' – Land Use indicate major public park space resources that, due to their location and significance, merit recognition. Public parks, particularly those adjacent to Lake Ontario, can become major destinations for Town residents and visitors.

- b) The Parks and Open Space Designation hierarchy for the Secondary Plan Area is comprised of the Central Park Plaza, parks, and pocket parks.
- c) Parks and Open Space uses are permitted throughout the Secondary Plan Area and as such may not be specifically identified on the Schedules at this time. Only significant park elements are identified on Schedule 'B1' – Land Use. The Official Plan policy framework supports that additional contributions to the public realm network may be provided where urban development forms prevail. These pocket parks may be publicly or privately owned.
- d) The Parks and Open Space uses are major focal areas in the Secondary Plan Area and are significant aesthetic organizing features for the community.

Permitted Uses

- e) Parks and Open Space uses may include lands for active and passive recreation uses, including public and private parks, museums, recreation facilities, beaches, playfields, and similar uses.
- f) Conservation uses are encouraged within the Parks and Open Space Designation. The Town will require, on lands in the Parks and Open Space Designation in proximity to the Natural Environment Designation, rehabilitation and a natural gradient to enhance the restoration of ecosystem integrity and reduce the edge effect on the local ecology, in accordance with the policies of this Secondary Plan.
- g) Accessory commercial uses may be considered where deemed appropriate and supportive of the primary recreational use.

General Policies

- h) The following policies apply to the Parks and Open Space Designation in the Secondary Plan Area:
 - i. Parks and Open Space uses shall be provided in accordance with Schedule 'B1' – Land Use;
 - ii. Parks and Open Space uses will be safe, secure, and accessible to the public;
 - iii. Comprehensive maintenance schedules will be developed by the Town for all Parks and Open Space uses, including existing and new, to ensure safe, accessible, and healthy landscapes;

- iv. The design of lands in the Parks and Open Space Designation will prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the Parks and Open Space elements;
 - v. Pedestrian amenities, such as backed seating, tables, washrooms, water fountains, and waste receptacles shall be of a high quality and readily available within Parks and Open Space Designation Lands;
 - vi. Parks and Open Spaces will be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities in the design of the Parks and Open Space Designation;
 - vii. Parks and Open Spaces may include Public Art;
 - viii. Parks and Open Space Uses will include high quality, barrier free programmable space that can accommodate the needs of Parks and Open Space users and facilitate socializing, special events, and recreation; and,
 - ix. Parks and Open Space lands will create and enhance opportunities for greening and shall be appropriately linked with other elements of the Natural Environment.
- i) Parkland shall be dedicated to the Town in accordance with Section 3.6.4 of the Official Plan.

Central Park Plaza

- j) At the heart of the waterfront, a Central Park will connect the Central Plaza and its activities with the waterfront. The Central Park Plaza will flow seamlessly across the Waterfront Promenade, and toward the natural environment and water's edge.
- k) At the park's edge, features should be smaller in scale, flexible, and provide visual and recreational interest. The centre of the space should be used for play, sport, and special events, with the north edge aligned toward walking, hiking, and passive recreation as it approaches the natural areas.
- l) The Central Park will create significant urban design benefits, acting as an extension of residents' outdoor living spaces, and welcoming visitors to the waterfront area.
- m) The Central Park will be fronted by the Main Street, the Waterfront Promenade, and by retail destinations. The Central Park Plaza will connect to the Main Street to the south and the waterfront Central Park to the north. From the main gateway into the Prudhommes central commercial district, the Central Park will form a visual anchor and

create a new resident and tourist destination along the waterfront. The Central Park is identified as a Minor Gateway on Schedule 'B3' - Urban Design Features. The Central Plaza shall include:

- i. High quality hardscape treatments, lighting, finishes and site furnishings used to create visual interest and a welcoming atmosphere. Flexible bollards can open or restrict the space to vehicles as desired;
- ii. A vertical element or public art to provide an anchor to the north-south visual axis; and,
- iii. Visitor parking.

Prudhommes East Park

Deferral

- n) Prudhommes East Park is a linear, waterfront open space feature serving the adjacent medium and high-rise residential areas. This park will accommodate trails, naturalized planting areas, and open lawn spaces for a variety of passive recreation activities. The East Park should serve as a landscape buffer between the North Service Road and the shore of Lake Ontario, framing open views to the lake.

Pocket Parks

- o) The following policies apply to Pocket Parks, in addition to the policies for all Park and Open Space elements:
 - i. Pocket Parks are small scaled components of the Parks and Open Space Designation. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres; and,
 - ii. Pocket Parks are expected to develop with the following criteria in mind:
 - Have frontage on at least one public street;
 - Require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and,
 - Facilities shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants, and facilities that promote a passive, relaxing atmosphere.
- p) Pocket Parks may be publicly owned, or privately owned. However, if they are to count toward a required parkland dedication under the provisions of the Planning Act, they shall:

- i. Be designed and built to standards acceptable to the Town;
- ii. Have a maintenance agreement that is satisfactory to the Town; and,
- iii. Ensure public access at all times, or other arrangements, satisfactory to the Town.



Figure 32: Central Park should include a variety of plantings in an open and flexible space



Figure 33: Central Plaza will be a visible destination

3.1.15.2.9 MOBILITY AND ACTIVE TRANSPORTATION

3.1.15.2.9.1 GENERAL MOBILITY POLICIES

- a) The street network serving this Secondary Plan Area will be developed under the principles of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles. The street network may include public and private streets and is outlined on Schedule ‘B4’ - Active Transportation.
- b) The policies applicable to the provision of transportation services within this Secondary Plan are included in the Official Plan. Notwithstanding the provisions of the Official Plan, streets shall be provided in accordance with the provisions and standards established through this Secondary Plan.
- c) Alternative design standards and opportunities for public or private ownership for the street network are encouraged by this Secondary Plan. This Secondary Plan requires that the North Service Road, the Waterfront Promenade, the Main Street, and the Collector Roads be public streets. Local Roads and Lanes may be either public or retained in private ownership, to the satisfaction of the Town

- d) Lighting of the street network, adjacent walkways, sidewalks, and public spaces shall be functionally appropriate, and properly scaled to increase security and comfort for users. Lighting shall be dark sky compliant.
- e) Lanes widths for vehicular travel should be minimized, yet allow for transit and emergency services circulation. Pedestrian spaces and landscaped boulevards should be maximized to support active transportation initiatives.
- f) Minor revisions to street locations on Schedule 'B4' - Active Transportation and design requirements to incorporate design features such as streetscaping, low impact design and bikeways may be made without further Amendment to this Secondary Plan, provided the street network and design requirements are established and confirmed through detailed studies and development approvals, to the satisfaction of the Town.

3.1.15.2.9.2 STREET NETWORK

3.1.15.2.9.2.1 North Service Road

- a) North Service Road is a Regional Road that forms the southern edge of Prudhommes and is significant to the community by providing three main access points via the Main Street, the Waterfront Promenade, and the western Collector Road. It is a “window” into the community and provides terminating views to the waterfront.
- b) The North Service Road is a public street that will require an upgraded boulevard edge developed to an urban standard. It shall have a right-of-way width of 26.2 metres, in accordance with the Regional Official Plan.
- c) The North Service Road shall implement the 14 metre setback to the building facades on the north side. The deep buffer and upgraded boulevard proposed along the north edge of the right-of-way, as well as the provision of a dedicated multi-use trail, will provide opportunities for cycling and pedestrian links to both the waterfront and between the east and west portions of the Secondary Plan Area. Where the street abuts developed areas, the landscaped buffer may consist of street trees in a formal arrangement. Where adjacent to natural areas, edge planting can transition to native vegetation.

The landscaped buffer shall be carefully configured to frame and reveal key views to the waterfront and public destinations, from the North Service Road, the multi-use trail and/or from the QEW. Views of the escarpment should also be considered, along with other scenic views along the North Service Road in the east and west directions.

These design requirements may be reviewed through a future streetscape Master Plan and in relation to the Region’s Transportation Master Plan and Complete Streets

Guidelines. The Streetscape Plan shall be implemented through future planning approvals.

3.1.15.2.9.2.2 Collector Roads

- a) The Collector Roads in the Secondary Plan Area are to be public streets that provide important connections between the North Service Road and the Waterfront Promenade and the Main Street. They define the community structure, support active transportation initiatives, and connect special destination areas.
- b) Collector Roads can provide internal access points to parking and servicing areas for commercial and employment areas along the North Service Road. Collector Roads should be designed to accommodate future transit service.
- c) Collector Roads shall generally include:
 - i. A right-of-way width of 21.0 metres and will include on-street parking, a dedicated bicycle lane on at least one side of the roadway, sidewalks on both sides, and landscaping in the boulevards;
 - ii. An 8.7 metre travel zone including two travel lanes and a dedicated 1.5 metre bike lane on at least one side;
 - iii. An amenity zones of 5.1 metres on one side that will include tree planting and 7.2 metres on the opposite side that will include tree planting and curb extensions with integrated on-street parking; and,
 - iv. A 1.8 metre wide sidewalk zone on both sides of the street.

3.1.15.2.9.2.3 Local Roads

- a) Local Roads are identified on the Schedule 'B4' - Active Transportation. Their primary functions are to ensure a fine-grained development block pattern, and to provide view corridors through the development areas to Lake Ontario. Adjustments to the Local Road network may be permitted without an Amendment to this Plan, if the stated primary functions of the network are maintained, to the satisfaction of the Town.
- b) Local Roads may be public streets, or remain in private ownership, to the satisfaction of the Town.
- c) Curb extensions at intersections should be considered to shorten pedestrian crossing distances, to expand connection potential for active transportation and to provide additional space for planting and the potential provision of rain gardens.

- d) Local Roads will have a right-of-way width ranging from 18 metres to 20 metres and generally be designed to accommodate on-street parking, sidewalks, and landscaping in the boulevards. Further to this, Local Roads shall generally include:
 - i. A 7 to 8 metre travel zone including 2 travel lanes and integrated bike lanes;
 - ii. A 2.5 metre wide parking lane behind curb extensions;
 - iii. Amenity zones of 3.5 metres on both sides of the street that include tree planting; and,
 - iv. A 1.5 metre wide sidewalk zone.
- e) Local Roads provide direct and local access to the Waterfront Promenade, Collector Roads, and to the adjacent residential community of Victoria Shores. These streets will include pedestrian and cycling amenities, as appropriate.

3.1.15.2.9.2.4 Waterfront Promenade

- a) The Waterfront Promenade will be a public street and will serve as the most significant street within the Secondary Plan Area. In addition to being connected to the main entry points into Prudhommes through the North Service Road and the Collector Road Network, the majority of streets in the community will terminate at the Waterfront Promenade.
- b) This important street serves as the transition between Prudhommes' urban built form and its waterfront destination, and therefore maximum consideration needs to be given to how pedestrians shall cross and use this amenity space.
- c) The Waterfront Promenade will integrate sustainable stormwater management initiatives. Running parallel and to the north of the Waterfront Promenade, a bioswale will capture cistern overflow that mixes with roadway and parking area runoff from the surrounding community during heavy rainfalls and treat it before it drains to the Lake. The bioswale will also serve as a naturalized feature along the extent of the Promenade, providing a defined edge for the waterfront restoration area and open spaces.
- d) Combined with the Central Park, this street will be the focus of the western portion of Prudhommes and a destination both locally and regionally.
- e) The Waterfront Promenade will have a right-of-way width ranging from 24 metres (curbless) to 27 metres (with curbs) depending on which street profile is applied. The dimensions for the street with curbs shall generally include:

- i. A 7.2 metre travel zone including 2 travel lanes and an integrated bike lane.
- ii. Amenity zones of 5.6 metres on the south side that include tree planting, street furniture, and curb extensions with integrated on-street parking and 10.0 metres on the north side including a 3.5 metre multi-use trail, the bioswale and which may include a 1.8 metre sidewalk, as appropriate.
- iii. A minimum 4.0 metre sidewalk zone on the south side adjacent to buildings.

3.1.15.2.9.2.5 Main Street

- a) The Main Street shall be a public street and will serve as the formal entry into the community and to the destination points of the Central Park.
- b) The Main Street will be predominantly sited with pedestrian-scaled buildings with at grade retail/commercial uses (e.g. mixed-use buildings) and have minimal setbacks to emphasize its urban condition and its gradual transition to the Central Park. The Main Street shall:
 - i. Have high quality landscaping, street furniture, and features to denote its importance within the community; and,
 - ii. Be designed to accommodate closures to vehicular traffic for special events. On-street parking lanes can be converted to other temporary uses, as appropriate.
- c) The Main Street will have a right-of-way width ranging from 22.5 to 23.5 metres and generally consist of on-street parking, a dedicated bicycle lane, amenity zones with high quality landscaping and street furniture, and sidewalks on both sides. The Main Street will generally consist of:
 - i. An 8.2 metre travel zone including two travel lanes and a dedicated 1.5 metre bike lane;
 - ii. An amenity zone of 6.2 metres on one side that includes tree planting, street furniture, and a 3.0 metre sidewalk; and,
 - iii. An amenity zone of 8.7 metres on the opposite side that includes tree planting, street furniture, and a 3.0 metre sidewalk, and curb extensions with integrated on-street parking.

3.1.15.2.9.2.6 Lanes

- a) Lanes may be either public, or privately owned, to the satisfaction of the Town. Lanes will provide vehicular access to garages or parking facilities for grade-related low-rise, mid-rise, and high-rise residential, and mixed use buildings. Lanes are planned to be located at the rear of properties.
- b) Where lane-based development is provided, the following shall generally apply:
 - i. Lanes shall be used to provide access to garages where front-facing garages are not permitted;
 - ii. A maximum right-of-way width of 9 metres shall be permitted for lanes for grade related residential dwelling blocks. Wider lanes may be required for blocks sited with low-rise apartments, mid-rise, and high-rise buildings; and,
 - iii. The use of permeable materials shall be encouraged in lane construction to assist in stormwater management within the community.
- c) Lanes with a right-of-way width of 9 metres will generally consist of:
 - i. A 6.0 metre paved travel lane that can accommodate two car widths; and,
 - ii. 1.5 metre paved shoulders on each side to accommodate pedestrians, snow storage, and wider vehicles or emergency vehicles, when required.

3.1.15.2.9.2.7 Public Transit

- a) The Town, in coordination with the Region, will develop an appropriate transit system for the Secondary Plan Area, when population levels justify such a system. Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.
- b) Development within the community must contribute to the creation of a sufficient density to make transit feasible and efficient in the long-term. As such, this Secondary Plan promotes compact development to support future transit services, reducing reliance on automobile use and a reduction in greenhouse gas emissions.
- c) This Secondary Plan is designed in anticipation of a regional transit service that has convenient links to, between, and through major destinations within the community, and to the broader region. Transit supportive design requires the following:
 - i. Locate stops within a 5 minute walk of a destination. The walking distance for residents is generally 200 to 400 metres (3 to 5 minute walk);

- ii. Ensure the coordination of the transit network with the multi-use trails and path system to further the accessibility of transit; and,
- iii. The Town will provide a range of transit facility amenities including but not limited to: bicycle parking, weather protection, seating, waste baskets, lighting, route information, and automated fare machines at transit stops.

3.1.15.2.9.2.8 Gateways

- a) Schedule 'B3' – Urban Design Features identifies major and minor gateways across the Secondary Plan Area.
 - i. The sense of gateway or entry should be created with the combined effect of all contributing elements including built form and streetscape design;
 - ii. A gateway in these locations could include a water feature;
 - iii. The Town will coordinate urban design for all corners of any gateway location;
 - iv. The massing and design of buildings should indicate the important gateway location; and,
 - v. Where possible, a centre median with a minimum width of 3.5 metres and a boulevard treatment should be introduced at the southern entry point at Main Street and the North Service Road for added emphasis at this Major Gateway.

3.1.15.2.9.3 ACTIVE TRANSPORTATION

- a) This Secondary Plan:
 - i. Provides for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling; and,
 - ii. Requires that all development contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
- b) Sidewalks, bike lanes, and multi-use paths will connect to the street network to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.
- c) Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian and cyclist comfort and

safety and will be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.

3.1.15.2.9.3.1 Street Network and Block Pattern

- a) This Secondary Plan requires that a highly walkable community is developed based on an interconnected network of streets, with pedestrian supportive streetscapes that provide for ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles to ensure that all members of society have a range of transportation options.
- b) Development will be accommodated on a connected and permeable grid of streets - including Regional Roads, Collector Roads, Local Roads, Private Roads and Lanes - and associated parks and open spaces to establish a fine grain network of development blocks that achieve an orderly and efficient pattern and visual interest and diversity. Development block lengths shall generally be designed to a maximum of 250 metres.
- c) Cul-de-sacs, crescent streets, and loop streets will not be utilized unless they can provide pedestrian connections to adjacent or nearby significant infrastructure, or are abutting a natural feature, to the satisfaction of the Town.
- d) Back lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative, to the satisfaction of the Town.
- e) The street network shall be designed to provide, where possible, vistas and view sheds to Lake Ontario, public parks and open spaces, and to environmental features to assist in the creation of a sense of place. The single-loaded Waterfront Promenade will be the central design element of this Secondary Plan.
- f) A connection between the Prudhommes site and the existing Victoria Shores will be maintained in the context of interconnected complete communities and to provide access for pedestrians/cyclists and for provision of emergency services. The design of this connection will include measures to prohibit vehicular travel (other than EMS vehicles) such as flexible bollards, landscaping and traffic calming measures.

3.1.15.2.9.3.2 Streetscapes and Sidewalks

- a) The coordinated installation of roadways, utilities, sidewalks, bicycle lanes, streetscaping elements, lighting and tree planting will be part of the planning, design, and development of all streets. Particular regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes and for safe transfers on and off of transit vehicles.

- b) Sidewalks shall form a continuous network throughout the community and constitute an integral part of the pedestrian system to promote active transportation. Sidewalks shall connect to the trail system to integrate community circulation. Sidewalks shall be provided on both sides of all streets. Sidewalk widths shall generally be as follows:
 - i. 1.5 metres on Local Roads;
 - ii. 1.8 metres on Collector Roads, the Waterfront Promenade, and the North Service Road; and,
 - iii. 3.0 metres along the Main Street.
- c) All sidewalks shall be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.
- d) All utilities shall be located underground. Where components of utilities must be located above ground, utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, gateway features and lamp posts.
- e) Pedestrian crossings shall be provided at every four-way intersection. Signalized pedestrian crosswalks shall be provided at locations where important civic destinations and/or significant walking traffic is anticipated, such as near large scale retail stores and community facilities such as recreation centres and libraries. Pedestrian crossings shall generally:
 - i. Have a minimum width of 3.0 metres;
 - ii. Utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians. At minimum, they should be identified with distinctive painted lines;
 - iii. Be highly visible to motorists and include appropriate signage;
 - iv. Be continuous and connected to adjacent sidewalks;
 - v. Minimize the height of the curb cuts to facilitate wheel-chair and stroller usage; and,
 - vi. Design curb ramps with raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments.

- f) Streetscaping elements shall be provided throughout the community. They shall be designed to be consistent and complementary to the character of the community. Streetscaping elements include, but are not limited to:
- i. Street lighting;
 - ii. Street trees;
 - iii. Landscape plantings;
 - iv. Street furnishings such as:
 - Benches;
 - Planter boxes;
 - Waste/recycling receptacles;
 - Bicycle racks;
 - Newspaper boxes;
 - v. Special paving; and,
 - vi. Signage/wayfinding.
- g) Street trees will be planned for in the following manner:
- i. Street trees shall be provided on both sides of all public streets, within the public right-of-way, with the exception of the Waterfront Promenade, which will require a special tree planting strategy that maximizes views over Lake Ontario;
 - ii. Street trees shall be planted at intervals of 6.0 to 9.0 metres, where practical, based on factors such as utility requirements, driveway and street furniture locations;
 - iii. Street trees shall be located a minimum of 1.0 metre away from a driveway edge, although 2.0 metres is preferred;
 - iv. Street trees shall be of a species that would provide a large canopy and shade over sidewalks; and,
 - v. A diversity of drought tolerant, non-invasive, salt tolerant, tree species shall be considered and provided along each street.

3.1.15.2.9.3.3 Multi-Use Trails

- a) Multi-use trails are a component of the active transportation network for use by pedestrians, cyclists, and other non-vehicular modes of transportation, and are a crucial component of an integrated parks and open space system.
- b) In developing a comprehensive multi-use trail system throughout the community, the following shall apply:
 - i. The multi-use trails network will include and link to trails adjacent to natural features, stormwater management facilities, parks and open spaces, and the sidewalks and bike lanes within the street network;
 - ii. Elements of the multi-use trail system will be promoted across the QEW, linking this Secondary Plan with the Twenty Valley Tourism Area and beyond;
 - iii. Multi-use trails, where adjacent to the street system, will generally be separated from the road right-of-way by a landscaped strip; and,
 - iv. Where a multi-use trail is adjacent to, and within the prescribed buffer of any environmental feature, it will be designed to avoid impact on the features and their ecological functions, including the requirement to utilize native, non-invasive plant materials.
- c) The design of the multi-use trail network shall generally:
 - i. Be a minimum width of 3.5 metres, up to 6.0 metres;
 - ii. Have slopes under 5 percent;
 - iii. Use permeable materials, where feasible, and be AODA compliant;
 - iv. Include wayfinding and interpretative signage throughout;
 - v. Provide, at trail heads and at regular intervals along the route, benches, waste and recycling receptacles, shade structures, and bicycle racks; and,
 - vi. Minimize vehicular crossings, but where they do cross, provide clear signage and appropriate curb-cuts.

3.1.15.2.9.3.4 Lighting

- a) Lighting must be designed with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community.

- b) All pedestrian scaled lighting within the community, including along all streets, multi-use trails and within parks, open spaces, and outdoor, surface parking lots, will have pedestrian-scaled lighting, limited to a maximum height of 4.6 metres.
- c) Lighting design shall include sustainable, energy efficient light fixtures (e.g. PV, LED) and promote Dark Sky/Nighttime Friendly compliant practices.

3.1.15.2.9.3.5 Traffic Calming

- a) Traffic calming will be achieved by using:
 - i. Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists);
 - ii. Street design that discourages vehicle speeding through ROW curvature, complimentary streetscape design, building proximity to the road and boulevard street tree planting.
 - iii. Maximum traffic lane widths; and/or,
 - iv. Minimum number of traffic lanes in the roadway.
- b) On-street parking is an excellent traffic calming device to slow traffic, and acts as a safety buffer separating the pedestrian realm from vehicles. On-street parking should be designed as follows:
 - i. Parking should be provided on at least one side of the street for all Local and Collector Roads; and,
 - ii. On-street parking areas may be demarcated with a special pavement treatment in limited special areas in order to distinguish the parking lane from the roadway.

3.1.15.2.9.3.6 Transportation Demand Management

- a) Appropriate Transportation Demand Management measures to reduce single occupancy automobile trips will be identified in transportation studies and in development applications. This could include preferential carpool parking, bicycle facilities and alternative work arrangements.

3.1.15.2.9.3.7 Parking

- a) Locating parking within the front yard of properties adjacent to the street detracts from creating a welcoming and safe pedestrian environment. As such, this Secondary Plan shall encourage parking spaces located to the rear of buildings, accessed through rear lanes or in structure.
- b) Alternative parking requirements will be required to address new development forms and broader community needs.
- c) In addition, for all other building forms and uses, development shall include parking for bicycles, in accordance with the following:
 - i. Provide bicycle parking at retail, commercial, and employment areas, as well as at destinations to promote purposeful cycling;
 - ii. Provide bike storage sheltered from weather for 15% of total building occupants for all multiple and apartment form residential developments;
 - iii. For non-residential development, place accessible and secure bike racks at the front of buildings; and,
 - iv. Provide bicycle racks at all parks.
- d) Where large scale, at grade parking lots are provided, they will be designed to incorporate some, or all of the following:
 - i. Appropriate building orientation, including building entrance locations, oriented to the street;
 - ii. Clearly defined pedestrian access, connectivity, and circulation routes;
 - iii. Light coloured and porous/permeable paving surfaces; and,
 - iv. Tree planting and other landscaping elements, including landscaped islands and screening from adjacent uses with planting.

3.1.15.2.10 PROVIDING SUSTAINABLE SERVICES

3.1.15.2.10.1 SANITARY SEWAGE AND WATER SUPPLY SERVICES

3.1.15.2.10.1.1 Sanitary Sewer System

- a) An internal gravity sanitary sewer system shall be constructed at the expense of the benefiting landowners and to the satisfaction of the Town. Additionally, where appropriate, the developer will be required to oversize the sanitary sewers to service those existing developments located to the east of the Secondary Plan Area, as

specified by the Town. Oversizing costs to accommodate existing development may be paid by the Town.

- b) Development of the Secondary Plan Area will require upgrades to, and expansion of, the Laurie Avenue Sewage Pumping Station and forcemain, as well as the Victoria Avenue Sewage Pumping Station and the downstream conveyance systems which are owned and operated by Niagara Region. In addition, the Town gravity sewer from the station easterly along Laurie Avenue and Dustan Street to Prudhommes will require upgrades. All improvements and upgrades to these Regional facilities have been identified in the Regional and Town Development Charges By-laws and the associated Development Charges Background Study. The financial responsibility for the system improvements shall be in accordance with the Regional Development Charges By-law.

Deferral

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

3.1.15.2.10.1.2 Water Distribution System

- a) A number of watermains of varying size shall be constructed through the area in order to provide an appropriate potable water supply, including fire flows, to accommodate the demands of the area. Said works shall be designed in accordance with acceptable municipal standards.
- b) A number of improvements to the external water distribution system are required in order for ultimate site development to be realized. Particularly, the replacement of a watermain along Jordan Road from Fourth Avenue to North Service Road. Prior to development proceeding, the Town, in conjunction with the developer, shall formalize the required water system improvements and the timing of said improvements.
- c) Generally, the financial responsibility for the water system improvements shall be in accordance with the Town Development Charges By-law. Nonetheless, the municipality contemplates that the “front ending” of this cost will have to be provided by the developer and reimbursements for eligible development charge credits negotiated through the development agreement process.

3.1.15.2.10.2 STORMWATER MANAGEMENT

3.1.15.2.10.2.1 General Policies for Stormwater Management

- a) All new development in the Secondary Plan Area shall utilize stormwater management techniques to control the quality of run-off and control erosion and sedimentation during and after construction, in order to minimize adverse effects on the receiving body of water.
- b) Planning for stormwater management shall:
 - i. Minimize, or, where possible, prevent increases in contaminant loads;
 - ii. Minimize changes in water balance and erosion;
 - iii. Not increase risks to human health and safety and property damage;
 - iv. Maximize the extent and function of vegetative and pervious surfaces; and,
 - v. Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.
- c) Storm drainage for the Secondary Plan Area shall be accommodated by a combination of stormwater management systems, with discharge into Lake Ontario. Storm discharge shall be adequately treated in accordance with Provincial standards.

3.1.15.2.10.2.2 Water Use and Management

- a) **All new development in the Secondary Plan Area shall consider the following:**
 - i. Encourage the implementation of Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, at-source infiltration, and greywater re-use systems.
 - ii. Encourage innovative stormwater retention and run-off techniques and practices such as:
 - Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
 - Inclusion of third pipe greywater systems and rain water harvesting for watering lawns and gardening to reduce demand on potable water use;

- Where possible direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
 - Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
 - Use infiltration trenches, dry swales, and naturalized bioswales to improve on-site infiltration.
- b) Introduce green infrastructure, such as bioswales, within the street rights-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
- c) Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and various types of road surfaces as a stormwater run-off management strategy.
- d) Consider a rainwater harvesting program to provide the passive irrigation of public and/or private greenspace, including absorbent landscaping, landscaped walls, cisterns, rain barrels, underground storage tanks and/or infiltration trenches.
- e) Encourage xeriscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a community-wide level.
- f) Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
- g) Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

3.1.15.2.10.3 UTILITIES

- a) The Town shall participate in discussions with utility providers such as hydroelectric power, communications/telecommunications, pipelines and natural gas to ensure that sufficient infrastructure, is or will be in place to serve the Secondary Plan Area.
- b) Utility services shall be located below grade. The Town shall promote utilities to be planned for and installed in initial common trenches, where feasible, in a coordinated and integrated basis in order to be more efficient, cost effective, and to minimize disruption.
- c) Where utility services must be located above grade, they shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible. The Town will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such

as gateways, lamp posts, and transit shelters, when determining appropriate locations for large utility equipment and utility cluster sites.

3.1.15.2.11 SPECIAL POLICY AREA

Deferral

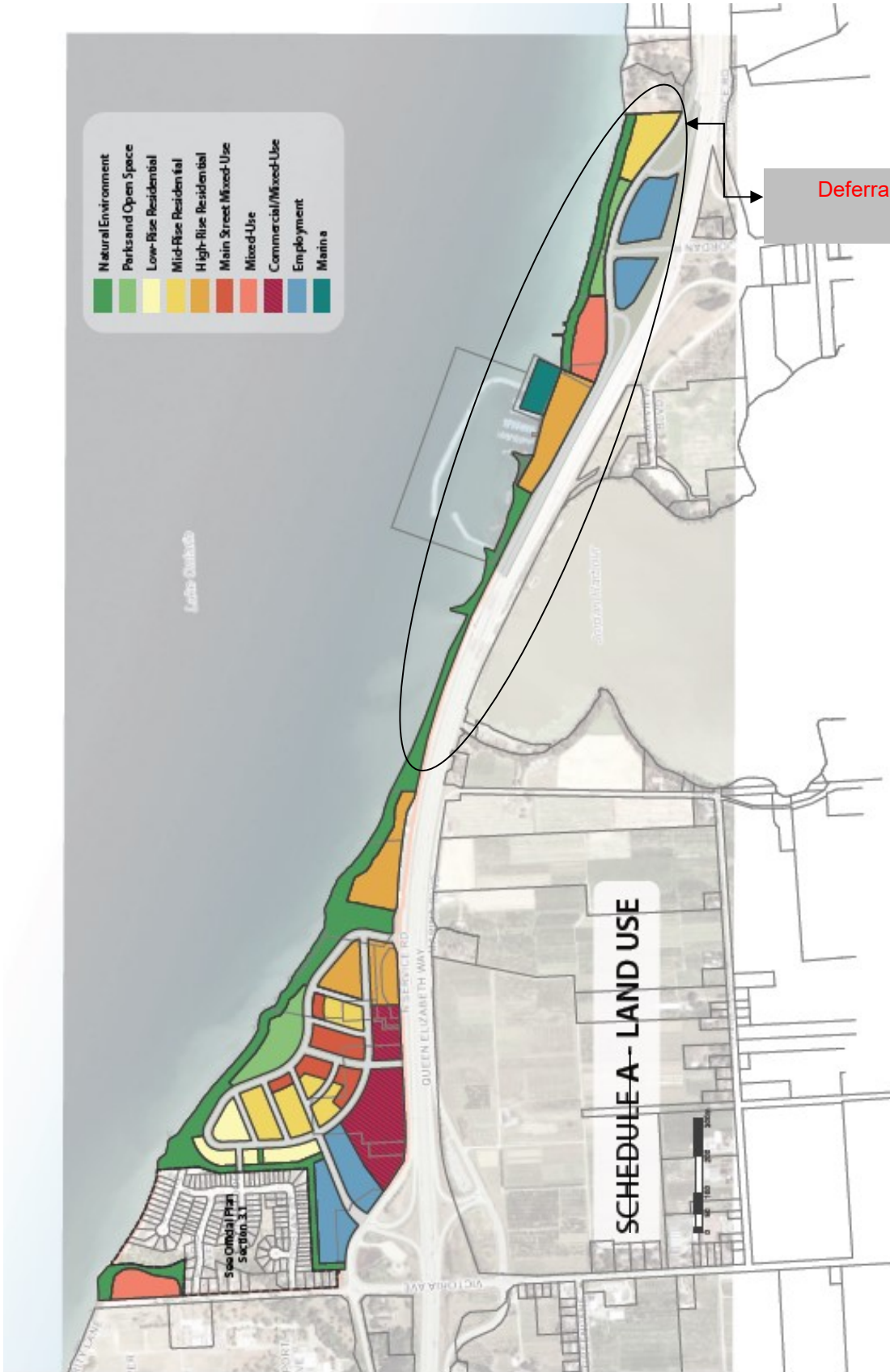
- a) Notwithstanding the current designation in the Greenbelt Plan the lands identified on Schedule 'B5-3' – Constraints are shown as a Special Policy Area on Schedule A Land use to the Prudhommes Secondary Plan. These lands shall be permitted to continue their existing uses or redevelop in accordance with the uses permitted in the Secondary Plan for the following reasons:
- i. The lands are currently fully developed with non-agricultural uses and have been for decades and there is no opportunity for these lands to be returned to agricultural purposes.
 - ii. The lands are identified as an Undelineated Built Up Area in the Growth Plan for the Greater Golden Horseshoe. Therefore, through this identification, these lands are recognized as a cluster of non-agricultural settlement uses.
 - iii. The Region and the Town recognize these lands as developed and support the redevelopment of already developed lands to accommodate growth so that true specialty crop lands in the Town will be protected.
 - iv. The lands are already serviced with municipal services and are adjacent to a serviced urban area.
 - v. The lands are already zoned for non-agricultural uses.
 - vi. The entirety of the Secondary Plan area supports the development of a complete community and celebrates the area as a landmarked and key destination in the Region and the Town.
- b) Therefore, the land use direction set out in the Secondary Plan establishes appropriate redevelopment opportunities and efficient use of serviced land with no potential to return to agricultural uses. Applicable land use policies of the Secondary Plan shall apply.
- c) The Town encourages the Province in their next review of the Greenbelt Plan to remove these lands from the Specialty Crop – Niagara Tender Fruit and Grape Area designation to support the expansion of the Prudhommes Urban Boundary as identified in the Regional Official Plan.

3.1.15.2.12 COMMUNITY BENEFITS

- a) In accordance with the policies set forth in the Official Plan, the following additional policies shall apply:
- i. The Zoning By-law shall establish the permitted height for development in accordance with Schedule 'B2' – Building Height, and the policies of this Secondary Plan. The Town may consider an increase in the height permitted by the existing Zoning By-law in exchange for the provision of community benefits, in accordance with the policies of the Official Plan, and the provisions of Section 37 of the Planning Act. In this regard, The Town may permit increases in height and/or density that exceed the maximum height and/or density definitions of this Plan, without further amendment to this Plan where The Town is satisfied that the proposed by-law would otherwise be in conformity with all other aspects of this Plan and The Town is satisfied that the proposal represents good planning including good urban design principles outlined in 3.1.15.2.5 of this Plan.
 - ii. In addition to i., the Town may only consider an increase in height, in accordance with the policies of the Official Plan and under the following circumstances:
 - The development exceeds the green building policies and targets of this Secondary Plan;
 - The proposed community benefits are to be located within the boundaries of this Secondary Plan Area, and within 500 metres of the development that generates the benefit;
 - Where cash-in-lieu of a community benefit is accepted by the Town, the funds shall be spent on appropriate community benefits within this Secondary Plan Area; and,
 - The community benefit or cash for a community benefit is used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.
 - iii. Height bonusing shall not be considered within the Low-Rise Residential designation.
 - iv. In determining community benefits accrued under Section 37 of The Planning Act, the following shall be considered priorities within the Secondary Plan Area:
 - Provision of public access, pedestrian and vehicular, to public facilities and sites;
 - Walkways and public space and connections to external walkways and trail systems;

- Preservation of natural areas and woodlots, beyond open space dedication requirements;
- Provision of parkland requirements beyond dedication requirements;
- Provision for various housing types including housing for special needs, and assisted or affordable housing, in accordance with the Official Plan;
- Provision of public parking;
- Provision of underground parking resulting in opportunities for housing intensification or affordable housing on the lands no longer required for surface parking;
- Conservation of buildings and sites of architectural, archaeological or historic importance;
- Provision of community and open space facilities, such as cultural, community and recreational facilities or municipal facilities;
- The provision of any public work, initiative or matter in conformity with this Plan; and,
- The provision of public art.

b) As a condition of Draft Plan of Subdivision, Condominium and/or or Site Plan Approval, the Town shall require a design review by a control architect or urban design consultant subject to the process identified in Appendix B. Prior to the issuance of building permits, the design review for the applicable building shall be approved by the Town to ensure that the intent of the Design Guidelines provided in this Secondary Plan is maintained.



Schedule B1

Deferral



Schedule B2











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. Development of the lands will be subject to a Subdivision Agreement and Site Plan Approval.