

FORT ERIE
ONTARIO
PLANNING FOR THE FUTURE 2051

Town of Fort Erie

Consolidation of Secondary Plans

July 2025

4.15. BRIDGEBURG SECONDARY PLAN

Note: The Bridgeburg Secondary Plan was approved by Regional Council but is under appeal to the Ontario Municipal Board (OMB). The lands shall be used in accordance with the land use designations on Schedule A and corresponding policies in this Plan, unless the Ontario Municipal Board (OMB) approves Regional Council's decision to expand the urban area boundary in Bridgeburg north as reflected in Part 1 of Regional Policy Plan Amendment #4-2006, and Official Plan Amendments # 5 and 65 to the Town of Fort Erie Official Plan. Should local Official Plan Amendment (OPA) #5 be approved by the OMB, all of the policy text and Schedules associated with Section 4.15 of this Plan, which reflect OPA #5, shall be referred to for interpretation and implementation of this Plan.

4.15.1. PURPOSE OF THE BRIDGEBURG SECONDARY PLAN

The purpose of the Bridgeburg Secondary Plan is to provide a framework for renewal within this community. The Secondary Plan consists of a land use plan and related policies to guide development and redevelopment. The plan will provide a guide for planning this neighbourhood for the next approximately 20 years, and will be subject to amendments and review as may be required during this time frame. Other non-land matters are addressed in the Bridgeburg Neighbourhood Plan, which was approved by the Municipal Council on December 8, 2008 through Resolution No. 11. The Bridgeburg Neighbourhood Plan is a guideline for recommended actions by the Town and other stakeholders, on a wide range of matters including land use, housing, core area revitalization, adaptive reuse of historical structures, brownfield redevelopment, natural and cultural heritage, by-law enforcement, parking and social condition improvement. The Bridgeburg Neighbourhood Plan should be referred to for more detailed information on the goals, objectives and policies surrounding this Amendment.

4.15.2. VISION

The desired future state of the Bridgeburg Neighbourhood, within the approximate 20-year time frame of this Plan, is a balanced, stable community in which the diverse needs of all stakeholders are met. The Plan is guided by the following vision statement, which was produced by the Community Focus Group and formed part of the Neighbourhood Plan:

Bridgeburg is a vibrant neighbourhood with a strong sense of community and a rich history linked to the Canadian railroad industry. The most unique aspects of Bridgeburg include our beautiful riverfront location together with a defined, historic core area

encompassing a number of heritage buildings and places. We promote business and tourism related to our riverfront and our railway heritage, while we remain connected to and mindful of our neighbouring residential community.

Those elements that make Bridgeburg special for us and reflect our values and aspirations for the future are embodied in our commitments.

a) *Well thought-out neighbourhood planning that sustains the value of our community*

b) *Respectful use and care for the environment including our parks, trails and especially our riverfront lands*

c) *Communication and Involvement of Citizens*

d) *Vibrant business growth, consistent with a defined historical core*

e) *Safety and Education in our Community*

4.15.3. GOALS

The Bridgeburg Secondary Plan will provide for a variety of residential densities, commercial, mixed use, open space and other areas to meet the diverse needs of its many citizens that include homeowners, businesspersons, shoppers, visitors, and tourists. The area is intended to become the Town's primary location for intensification and infilling, with higher densities directed towards appropriate locations such as the Central Business District, the Niagara River Waterfront, Brownfield Areas, and along major transportation corridors.

4.15.4. OBJECTIVES

The main objectives of the Bridgeburg Secondary Plan are to:

a) Provide a diversity of suitable housing choices.

b) Ensure new infill housing and renovations are compatible with existing development.

c) Encourage development forms which are compact, to help provide opportunities to relieve pressures for urban expansion, such as higher densities and mixed use along major transportation corridors.

d) Provide employment choices within the area that are compatible with residential uses, allowing residents the option to live and work in close proximity.

e) Conserve all existing open space areas and natural areas, including significant features such as Frenchman's Creek and the Niagara River waterfront.

f) Provide a strong single central business district in the Jarvis Street area.

g) Eliminate industrial uses in the core area over the long term and redevelop these Brownfield sites for residential purposes to create urban renewal, make better use of existing infrastructure and create opportunities for compact walkable communities that are more compatible with the surrounding residential community. Industrial uses are better suited to areas with more direct access and/or visibility to major transportation corridors such as the Queen Elizabeth Highway.

h) Conserve built heritage features, including buildings and areas of historical and architectural significance, especially features associated with the Neighbourhoods rich railway heritage.

i) Enhance the design and identity of the Bridgeburg Neighbourhood by the addition of design features to accentuate streetscapes and gateways.

j) Ensure that the transportation system provides for the needs of all citizens, encourages a compact urban form and enables the use of alternative travel modes.

k) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses and institutions of this area.

l) In order to provide a catalyst for urban renewal and downtown revitalization, revisions to existing residential approvals together with some limited

opportunities for new growth and development will be provided through a minor rounding out of the urban boundary in the North Bridgeburg area.

m) The North Bridgeburg area shall be promoted for new housing development catering to the needs of empty nesters and retirees in an adult lifestyle community living environment and resource based recreation development owing to the proximity of these lands to the Niagara River Parkway and related amenities.

n) New housing development will be integrated with existing built up areas, open spaces and natural heritage features. Previously approved subdivision plans featuring large one acre lots on municipal water and private services will be revised to reflect urban development requirements on full municipal services.

4.15.5. RESIDENTIAL - GENERAL POLICIES

a) Schedule “Bridgeburg-2” designates areas for residential redevelopment, intensification and infilling in the Bridgeburg Neighbourhood, in an effort to promote a compact urban form, reduce urban sprawl and encourage population growth, which in turn can assist in revitalizing the Central Business District.

b) The Bridgeburg Secondary Plan provides for an additional 1000 dwelling units and 2400 persons in the Bridgeburg Neighbourhood over the next approximately 20 years.

c) An appropriate level of affordable housing and senior citizen’s housing shall be considered by the Town when reviewing development applications in the Bridgeburg Neighbourhood, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated and isolated, in order to provide a more cohesive and inclusive neighbourhood and environment.

4.15.6. LOW DENSITY RESIDENTIAL POLICIES

a) The lands designated on Schedule “Bridgeburg-2” as “Low Density Residential” shall be reserved for single detached, semi-detached and duplex dwellings, and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7.

b) An overall target of 70% low density residential use shall be expected in the Neighbourhood.

c) Schedule “Bridgeburg-2” provides for an additional approximately 560 low density units, bringing the total to 1750 units over the next approximately 20 years.

d) The residential density associated with lands designated as Low density Residential shall be 10 to 25 units per gross hectare.

4.15.6.1. POLICY AREA 1 – CROOKS/BOWEN DEVELOPMENT SITE

Due to the unique natural constraints located upon and adjacent to lands shown as Policy Area 1, an Environmental Impact Study (EIS) shall be required prior to development of this site, as per the policies of Section 7.B.1.11 of the Regional Niagara Policy Plan as amended from time to time.

4.15.7. MEDIUM TO HIGH DENSITY RESIDENTIAL POLICIES

a) The lands designated on the Schedule “Bridgeburg-2” as “Medium to High Density Residential” shall be reserved for multiple-unit structures (townhomes and apartment homes), and their accessory uses, and the Residential policies of Section 4.7 shall apply.

b) An overall target of 30% Medium to High Density Residential use is expected in the Neighbourhood, due to the opportunities that exist for higher density residential development on brownfield sites and infill sites.

c) Schedule “Bridgeburg-2” provides for an additional approximately 440 Medium to High Density units, bringing the total to 750 units over the next approximately 20 years.

d) The residential density associated with lands designated as Medium to High Density Residential shall be 25 to 50 units per gross hectare.

e) Lands designated Medium to High Density Residential, including site specific Policy Areas, shall not be downzoned for lesser density than permitted by the implementing zoning by-law.

f) Building heights shall be no greater than five (5) stories, except as otherwise noted through Site-Specific Policy Areas in this Plan and in the implementing zoning by-law. Additional building height may be considered if it is demonstrated through the zoning approval process that additional height is compatible.

4.15.7.1. POLICY AREA 2 – WEST JARVIS BROWNFIELD SITE

a) The land designated as Policy Area 2 on Schedule "Bridgeburg-2" shall be reserved for "Medium to High Density Residential" use in order to provide additional housing opportunities in the core area of Bridgeburg.

b) The Town shall encourage rehabilitation and redevelopment of this site through policies contained in its Brownfields Community Improvement Plan, including possible financial assistance for an environmental assessment of the site and site clean-up prior to it being utilized for residential purposes.

c) The maximum height of any building on this site shall be four (4) storeys.

4.15.7.2. POLICY AREA 3 – HORTON RESIDENTIAL REVITALIZATION AREA

a) The Subject lands shall be redesignated from Industrial and Commercial to Residential, in accordance with the Bridgeburg Neighbourhood Plan and Council's stated intention that the subject brownfield areas be redeveloped for a Residential use more compatible with the surrounding neighbourhood.

b) Lands designated as Policy Area 3 are intended for a mix of low, medium and high density residential uses as well as ancillary uses required to serve the residential area. Commercial uses shall be limited in light of the site's proximity to the Central Business District. With respect to built form, the subject area shall be developed for a mix of small-lot singles, townhomes and low-to-mid rise apartment houses. The maximum height of any building in this area shall be six (6) storeys.

c) The Town may promote the subject area as the prime candidate for Brownfield Redevelopment, and shall liaise with other government agencies and the landowner to promote the site and obtain any financial assistance available for the remediation and redevelopment of the site for residential purposes.

d) The Town and the Economic Development and Tourism Commission may encourage existing Industrial and Commercial uses within the area to relocate to more suitable areas elsewhere in the municipality, including the Fort Erie Business and Industrial Park located along the Queen Elizabeth Way.

e) Any development plan for this area shall reserve the former Erie-Niagara Railway lands for linear open space/trail use in accordance with Schedules “Bridgeburg-2”, “Bridgeburg-3” and “Bridgeburg-4”.

f) Notwithstanding the provisions of Section 4.15 d)7 of this Plan, the permitted use of lands located at 40 Jennet Street, being the former Horton CBI Steel property described as ARN 2703-010-047-02300-0000 shall also include storage, warehousing, offices, accessory indoor assembly operations, forging operations excluding drop forges, and expansions thereof within buildings existing on the site as of the date of approval of the Secondary Plan by Town Council. These uses may be more specifically recognized in a by-law passed under Section 34 of the Planning Act. In conjunction with the intensification and/or expansion of any existing industrial use, a Site Plan Agreement pursuant to Section 41 of the Planning Act shall be submitted and approved by Council within one year of adoption of the Secondary Plan by Town Council. In considering a Site Plan, Council shall be satisfied if matters pursuant to Section 4.2.A of the Official Plan relative to landscaping and stormwater management are addressed.

g) Notwithstanding the provisions of Section 4.15.7 of this Plan, the permitted use of lands located at 465 Central Avenue, described as ARN 2703-010-047- 02805-0000 and 469 Central Avenue, described as ARN 2703-010-047- 02800-0000 shall also include limited commercial uses which may be more specifically recognized in a by-law passed under Section 34 of the Planning Act.

4.15.8. CORE MIXED–USE POLICIES

The lands designated as “Core Mixed-Use” on Schedule “Bridgeburg-2” shall be reserved for a variety of retail and office uses, as well as residential uses, and the policies of Section 4.8 and Section 4.15.15.1 shall apply.

4.15.8.1. POLICY AREA 4 – BRIDGEBURG CORE MIXED-USE AREA

a) The lands designated as Policy Area 4 on Schedule “Bridgeburg-2” shall be reserved for “Core Mixed-Use” as per Section 4.8, including higher density

residential use and limited commercial use located on the ground floor only, in order to provide additional housing opportunities in the core area of Bridgeburg.

b) The Town shall encourage rehabilitation and redevelopment of this area through policies contained in its Brownfields Community Improvement Plan, including possible financial assistance for an environmental assessment of specific sites within the area and site clean-up prior to use for residential purposes.

c) The maximum height of any building in this area shall be five (5) storeys, and the residential density shall be 25 to 50 units per gross hectare.

4.15.9. COMMERCIAL POLICIES

The lands designated as “Commercial” on Schedule “Bridgeburg-2” shall be reserved for a variety of retail and office uses, and the policies of Section 4.9 shall apply.

4.15.9.1. POLICY AREA 5 – BRIDGEBURG CENTRAL BUSINESS DISTRICT

a) The Town shall initiate an updated Community Improvement Plan and Streetscape Plan for Jarvis Street and those portions of Central Avenue and Niagara River Parkway lying between Jarvis Street and the CNR lands.

b) The Community Improvement Plan and Streetscape Plan shall refine the key aesthetic and functional integration issues outlined in the Bridgeburg Neighbourhood Plan, in order to create a clean, healthy, livable environment that offers visual and cultural richness.

c) The Town shall encourage rehabilitation and redevelopment of this area through policies contained in the updated Community Improvement Plan, including financial assistance/tax abatement programs for sites within the designated area.

d) The Town shall encourage retention of the character of Jarvis Street by restricting the height of buildings to a maximum of three (3) storeys, except those lands east of Klauck Street and west of the Niagara River Parkway where the height of buildings shall be restricted to a maximum of ten (10) storeys.

e) Financial incentive programs as approved under Section 28 of the Planning Act, as may be revised, will continue to be provided for the Central Business District,

within the Town's financial ability to do so. The addition of any new financial incentive programs will be undertaken only with the proper approval of such programs under the Planning Act or other applicable legislation. Funding programs will be investigated to enhance and upgrade the appearance of the commercial areas and also for residential intensification projects. These may include programs similar to the façade restoration program, or other programs, to encourage property owners to upgrade and / or restore storefronts.

f) Municipal investment in the infrastructure of the Central Business District, such as improvements to lighting and other amenities, may be proposed through various studies. These will be used to help promote additional private investment and upkeep in these areas. Such improvements and associated costs will require approval by Council, through the budget processes, once specific studies are prepared.

4.15.10. INSTITUTIONAL GOVERNMENT POLICIES

The lands designated as "Institutional/Government" on Schedule "Bridgeburg-2" shall be reserved for a variety of public and institutional uses, and the policies of Section 4.12 shall apply.

4.15.10.1. POLICY AREA 6 – MENTHOLATUM ADAPTIVE REUSE SITE

a) The Town shall encourage the acquisition of the subject site by a non-profit or governmental agency, and shall liaise with community partners in order to identify an appropriate purchaser and/or tenant for the building.

b) The Museum and Cultural Heritage Committee shall investigate this site for possible designation as a Heritage Property, in recognition of its historic place in the early development of the Bridgeburg community.

c) The main use of the building shall be for a variety of community purposes and events, as well as operations space for community organizations.

d) The use of the site for youth services shall be strongly encouraged.

4.15.11. INDUSTRIAL/BUSINESS EMPLOYMENT

a) Lands designated as "Industrial/Business Employment" on Schedule "Bridgeburg-2" shall be reserved for an integrated mix of industrial and

manufacturing operations as well as business activities, and the Industrial/Business Employment policies of Section 4.10 shall apply.

b) All future industrial/manufacturing uses in the Bridgeburg Neighbourhood shall be located within the areas designated for such use on Schedule “Bridgeburg-2”. Other lands currently designated for Industrial use in the Town of Fort Erie Official Plan, particularly within close proximity to residential areas and the Central Business District, shall be redesignated to a more appropriate and compatible use as described on Schedule “Bridgeburg-2”.

c) Prior to development of the Industrial/Business Employment Area, the Town shall initiate a Master Servicing and Development Study in accordance with Section 4.15.16 c).

d) This Plan encourages the connectivity between the Industrial/Business Employment Area and the Residential Areas to the north and east through the proposed Transportation Network as shown on Schedule “Bridgeburg-4”, including pedestrian, bicycle, and transit linkages.

4.15.11.1. POLICY AREA 7 – SPECIAL POLICY AREA: INDUSTRIAL DRIVE FLOODPLAIN AREA

The lands designated as Policy Area 7 shall be governed by the policies contained in Section 4.14.3, in recognition of the unique character of the area and its location in proximity to the 1-in-100 year floodplain.

4.15.12. OPEN SPACE

a) The lands designated as “Open Space” on Schedule “Bridgeburg-2” shall be reserved for a variety of active and passive recreational and open space uses, and the Open Space policies of Section 4.13 shall apply.

b) A minimum additional 2.2 ha of land for Neighbourhood Parks shall be reserved in the Neighbourhood in a location as generally shown on Schedule “Bridgeburg-2”.

c) Improvements to, and additional facilities for, parks within the Bridgeburg Neighbourhood shall generally be implemented as per the Parks and Open Space Master Plan, and any amendments thereto as approved by Council.

d) An aquatic facility shall continue to be a feature of Sugarbowl Park, in recognition of the importance of such a facility to the revitalization of the Neighbourhood, and its importance to the Town as a whole. Staff shall investigate any outside funding sources for the implementation of this project.

e) Any development of these lands shall only be permitted above the 1-in- 100-year flood elevation pursuant to the approval of the Niagara Peninsula Conservation Authority.

4.15.12.1. POLICY AREA 8 – RIVERFRONT PUBLIC PLAZA SITE

a) The Town recognizes the subject site as a key public focal point in the neighbourhood, due to its prime waterfront location, with potential to act as a catalyst for future residential and commercial growth in the area.

b) The Town shall investigate development of the subject site as a Riverfront Public Plaza, in cooperation with other public bodies and agencies.

c) A feasibility study and refined concept plan shall be initiated for the subject property, in order to identify those uses that are best suited to the site and would provide positive economic benefits for the Central Business District, the Neighbourhood, and Fort Erie as a whole.

d) The Town shall liaise with community partners in order to identify funding sources for the development of the Riverfront Public Plaza Site.

e) Any development of this site shall incorporate the Trans-Canada Trail/Greater Niagara Circle Route into the development, and allow for its unimpeded continuation through the development site.

f) Any development of these lands shall only be permitted above the 1-in-100-year flood elevation pursuant to the approval of the Niagara Peninsula Conservation Authority.

4.15.13. NATURAL HERITAGE POLICIES

All of the policies of Section 8 shall apply to natural heritage resources within the Bridgeburg Secondary Plan Area. The following additional policies also apply:

4.15.13.1. GENERAL

An Environmental Planning Study shall be undertaken in conjunction with the Master Servicing and Development Study described in Section 4.15.12c, for any development within and/or adjacent to Environmental Conservation Areas and Environmental Protection Areas. Such study shall also consider recommendations stemming from the Fort Erie Creeks Watershed Plan.

4.15.13.2. ENVIRONMENTAL PROTECTION AREA

a) Lands designated as “Environmental Protection” on Schedule “Bridgeburg-2” and Schedule “Bridgeburg-3” shall be protected from incompatible development in accordance with the policies of Section 8. No development or site alteration shall occur within an Environmental Protection Area.

b) The Town shall adopt a zoning by-law amendment to reflect the Environmental Protection Area.

c) No development will be considered on lands adjacent to an Environmental Protection Area without benefit of an Environmental Impact Study (EIS) as may be required by the policies of Section 7.B.1.11 of the Regional Niagara Policy Plan, as amended from time to time.

d) The Niagara Peninsula Conservation Authority and the Regional Municipality of Niagara shall be consulted with respect to any development proposals adjacent to or within 120m of an Environmental Protection Area.

4.15.13.3. ENVIRONMENTAL CONSERVATION AREA

a) The policies of Section 8, and the regulations of the Niagara Peninsula Conservation Authority shall apply to lands identified on Schedule “Bridgeburg-2” and “Bridgeburg- 3” as “Environmental Conservation (Overlay)”.

b) The Niagara Peninsula Conservation Authority shall be consulted with respect to any development proposals located within, adjacent to or within 50m of an Environmental Conservation Area.

c) No development will be considered without benefit of an Environmental Impact Study (EIS) as per the policies of Section 7.B.1.11 of the Regional Niagara Policy Plan, as amended from time to time.

4.15.13.4. NATURAL HERITAGE CORRIDORS (REGIONAL)

The policies of Section 7B of the Regional Niagara Policy Plan (Core Natural Areas including Potential Natural Heritage Corridors) shall apply to those areas identified on Schedule “Bridgeburg-3” as “Natural Heritage Corridors (Regional)”.

4.15.14. SENSITIVE USES IN PROXMITY TO RAILWAYS AND RAILYARDS POLICIES

Any proposed residential or other sensitive use development shall be in conformity with Section 10.6.

4.15.15. TRANSPORTATION POLICIES

a) Improvements to the road system and road reconstruction shall be carried out in accordance with the standards adopted by Council pertaining to municipal roads, and Council will strongly consider the existing character of the neighbourhood when making road improvement decisions.

b) It is not intended that all road improvement proposals will be undertaken in the immediate future, but the Town shall, in conjunction with the Region, prepare a detailed staging plan for road improvements and establish an order of priorities for such improvements.

c) The Town shall initiate a Master Servicing and Development Study which includes an Environmental Planning Study for the Bridgeburg Neighbourhood, in order to determine the parameters, costs, impacts and alternatives associated with development of transportation improvements. New roads shown within or adjacent to Environmental Conservation areas are conceptual and their final location shall be determined through the above-noted studies.

d) Niagara River Parkway - Residential development outside the Urban Area is generally not permitted direct access to the Niagara River Parkway, but rather obtains access through a service road system which is also controlled by the Niagara Parks Commission. Approval of the Niagara Parks Commission shall be required for any Commercial developments fronting along the Parkway. The comments of the Niagara Parks Commission relating to traffic concerns and/or requirements shall be obtained pertaining to large-scale development applications up to 800 metres from Niagara Parks Commission lands.

e) The development of the road network in Bridgeburg shall be in accordance with Section 12.7 of the Town Official Plan.

f) The Bridgeburg Neighbourhood Plan identifies several important transportation initiatives essential to the successful comprehensive redevelopment of the Neighbourhood. These initiatives are subject to financing and budgeting considerations of the Town and the Region and may require additional financial assistance from other levels of government and other agencies/partners. In certain cases, the private sector may be required to contribute towards transportation improvements in order to facilitate redevelopment.

4.15.16. PUBLIC TRANSIT POLICIES

a) The Town shall continue to provide convenient, local transit service to the Bridgeburg Neighbourhood within its financial capability to do so.

b) Any study undertaken by the Town respecting the provision of municipal transit services shall examine the Bridgeburg Neighbourhood, in order to determine possible system improvements to increase convenience to riders, increase access to key neighbourhood focal points, and to ensure that transit vehicles can accommodate the physically challenged.

c) The Town shall explore the feasibility of establishing a multi-modal transit terminal, and shall consider Bridgeburg as a possible location for such a terminal in light of the opportunity for future passenger rail service being established along the CNR/CPR lines into Fort Erie and Buffalo.

d) The Town shall encourage the provision of expanded Niagara Falls People Mover service to the Old Fort Erie Historic Site and the Central Business District, in order to provide opportunities for visitors to transfer to Regional and Inter-Regional transit systems, and to promote Jarvis Street as a shopping and dining area.

4.15.17. BRIDGEBURG GREENWAYS – OPEN SPACE NETWORK POLICIES

a) The Town shall promote the Bridgeburg Greenways, a trailway system throughout the Bridgeburg Neighbourhood as shown on Schedule “Bridgeburg-3”, in order to link key focal points of the neighbourhood including the Central

Business District, Sugarbowl Park, Library, Rail Heritage Interpretive Area, Frenchman's Creek Natural Area, and also to link the Neighbourhood with the Niagara River Recreational Trail and the Friendship Trail and thereby the Greater Niagara Circle Route and the Trans-Canada Trail System.

b) Any future transportation and/or leisure studies and ensuing public works in Bridgeburg shall incorporate the Bridgeburg Greenways into its design where appropriate.

c) The Bridgeburg Greenways shall generally follow the route outlined on Schedule "Bridgeburg-3", including the routes previously identified by the Regional Niagara Bikeways Master Plan.

d) The portion of the Bridgeburg Greenways abutting the former CN Rail Yard and remaining buildings, lying west of Lewis Street and north of Warren Street, shall be designated as a "Rail Heritage Interpretive Area", incorporating historical items and themes showcasing the history of Bridgeburg and its historic importance as a major rail centre in Canada.

e) The various components of the Greenways system will be prioritized and developed in phases, based on the financial ability of the Town to fund such development, and the involvement of funding partners such as the Region, the Province and the Niagara Parks Commission.

f) The Town shall strongly encourage the Niagara Parks Commission to complete its Niagara River Recreational Trail through Bridgeburg, from its current terminus in North Bridgeburg southerly to Riverwalk, to provide a complete connection through the Town of Fort Erie and an offroad component of the Greater Niagara Circle Route.

g) An Environmental Impact Study may be required to address the specific location of trails such that the natural environment is not negatively impacted.

4.15.18. PARKING POLICIES

a) The Town shall undertake a parking study in order to arrive at long term solutions for the provision of municipal parking facilities in the Bridgeburg Neighbourhood, paying particular attention to the Central Business District.

b) The existing municipal parking lots in the Central Business District shall be retained in the interim, and their ultimate disposition shall be determined based upon the results of the parking study referred to above.

c) All new municipal or private parking areas shall be designed and constructed in a way that provides adequate screening and landscape buffering where abutting residential properties.

d) When roads of sufficient allowance width are slated for reconstruction, consideration will be given to the provision of a parking lane on at least one side of the street.

e) The existing “angle” parking on the north side of Jarvis Street may be reconfigured to “parallel” parking if required to accommodate a new streetscape plan developed for the Central Business District.

f) The Bridgeburg Station Downtown Business Improvement Area shall be consulted regarding any changes to the provision of parking within the Central Business District.

4.15.19. CULTURAL HERITAGE POLICIES

a) The Policies of Section 2.3.10 shall apply to Cultural Heritage matters within the Bridgeburg Secondary Plan Area.

b) The Town will seek to protect and conserve the character of Bridgeburg, particularly with respect to those buildings and areas representative of formative settlement from the late-eighteenth, nineteenth and twentieth centuries. Buildings, structures, open spaces and streetscapes from this period contribute to the special historical character of the Town and Council may designate properties either individually or collectively as heritage conservation districts under the Ontario Heritage Act.

4.15.20. MUNICIPAL SERVICE POLICIES

a) Municipal services such as sewers, water stormwater and public/private utilities will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Bridgeburg Neighbourhood.

b) Stormwater management approaches will be utilized in the Bridgeburg Neighbourhood to address existing problems, future land use changes and road reconstruction works and opportunities for major storm sewer / storm water management facility works. These will include a combination of methods suitable for each type of situation. Examples of such approaches may include new storm water management facilities and the diversion of existing flows to improve the system, on-site controls for new development, enhancement of storm sewer outfalls, review of current policies (e.g. roof-leader disconnection), and / or collection of cash-in-lieu funds.

c) The Town shall initiate a Master Development and Servicing Study for the Bridgeburg Neighbourhood, in order to determine the parameters, costs, impacts and alternatives associated with development of servicing improvements. Such a strategy shall also include an Environmental Planning Study for any development within and/or adjacent to Environmental Conservation and Environmental Protection Areas. Such Strategy shall also consider recommendations stemming from the Fort Erie Creeks Watershed Plan.

d) Lands abutting and in proximity to the Anger Avenue sewage treatment facility may only be developed in accordance with Policy 8.A.7 of the Regional Niagara Policy Plan, in order to minimize the impact of odour problems that may be generated at said facility.

4.15.21. GATEWAY AREAS

a) Bridgeburg Neighbourhood takes its name from the historic settlement name for this area of Fort Erie, which was a separate, incorporated municipality until amalgamation with the Town of Fort Erie in 1931. The name of this neighbourhood reflects its location and importance as the international railway gateway to not only the Town but also the country. As well, travelers along the Niagara River Parkway tourist route from Niagara Falls encounter the Bridgeburg Neighbourhood as the first urban area of Fort Erie. It is therefore of utmost importance that travelers and visitors gain a positive “first impression” when entering the neighbourhood from the Parkway and from other parts of the municipality. In this regard, the Bridgeburg Secondary Plan identifies neighbourhood gateway feature areas, intended to enhance the visual quality of the neighbourhood at key entry points into the area.

b) Lands designated on Schedule “Bridgeburg-2” as “Neighbourhood Gateway Feature” areas shall be developed for unique gateway features welcoming visitors to the neighbourhood. An opportunity exists to provide distinctive signage for these gateway areas. Landscaping would be enhanced providing hedges with year-round foliage and colour, strategically located to define edges and provide focus, as well as planting beds on the existing grade.

c) The Town shall promote the development of gateway feature areas in conjunction with implementation of the Wayfinding Signage Program.

4.15.22. POLICY AREA 9 – NORTH BRIDGEBURG/FRENCHMAN’S CREEK AREA

a) The North Bridgeburg/Frenchman’s Creek Site Specific Policy Area 9 applies to those lands identified as such on Schedule “Bridgeburg-2”. These lands north of Arcadia Street Road Allowance are designated in part as Urban Residential, Open Space, Commercial, Institutional, Environmental Conservation overlay and Environmental Protection. Development shall be in accordance with the policies associated with these designations. Development may proceed upon inclusion of these lands in the Urban Area Boundary of the Regional Niagara Policy Plan.

b) Given the significant natural heritage features on site, an Environmental Planning Study (EPS), completed by a qualified consultant on behalf of the developer(s) or property owner(s), will be required in accordance with the Natural Heritage Section of the Official Plan. The EPS should be completed in association with a Neighbourhood Plan outlining how the lands will be developed and serviced in accordance with the policies of this plan. A Comprehensive Servicing Study and overall Storm Water Management Plan will form important components of the Neighbourhood Plan.

c) The North Bridgeburg area offers outstanding opportunities for recreation and green space activity, stunning views of the Niagara River, close proximity to downtown Fort Erie and access to amenities including the Niagara Parkway, Frenchman’s Creek, golf courses, parks and a host of other local and regional attractions. These features and locational attributes provide an ideal setting for the development of an active, adult lifestyle community, to attract new residents to the Bridgeburg area. The creation of an attractive, healthy, compact and environmentally progressive community, designed for active adults, will be guided by the following policies:

i. All new development will be sensitive to surrounding land uses.

ii. The design of new subdivisions will be integrated with existing built up areas with appropriate linkages to the Niagara River Parkway, natural heritage areas, golf courses, parks and other local amenities.

iii. New subdivision development will provide a wide variety of housing choices for incoming residents. A mix of single detached, semi-detached, town homes and condominium apartments will be provided in a compact urban form.

iv. New housing construction will cater to the needs of the 55 + age group. A variety of housing styles and designs will be provided which are energy efficient, easy to maintain, secure and grade level accessible.

v. All development in the North Bridgeburg area will contribute to a healthy community living environment with compact and integrated built forms and access to public open spaces, recreation and outdoor activities to encourage walking and bicycling.

vi. Existing servicing infrastructure including sewage treatment facilities at the Anger Avenue plant, storm water outlets and municipal water supply are readily available to accommodate development in the North Bridgeburg area and should be so utilized.

vii. Land use intensification and increased densities will be promoted to maximize the use of existing infrastructure and provide cost efficient development.

4.15.23. INTERPRETATION OF THE PLAN

a) The Bridgeburg Secondary Plan consists of Sections 4.15.1 through 4.15.23, and Schedules “Bridgeburg- 1”, “Bridgeburg-2”, “Bridgeburg-3” and “Bridgeburg- 4”. The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

4.15.24. **FORT ERIE HILLS (Policy Area 35)**

CORE MIXED –USE POLICIES

a) The lands designated as “Core Mixed-Use” on Schedule “A” shall be reserved for a variety of local neighbourhood commercial uses, as well as residential uses.

b) Commercial uses shall be limited to 50% of the ground floor area.

c) Residential uses will be permitted on the ground floor up to 50% and residential uses will only be permitted on all floors above the ground floor in order to provide additional housing opportunities in the Bridgeburg neighbourhood.

d) Building height will be detailed in the Town’s Zoning By-law 129-90.

ENVIRONMENTAL PROTECTION POLICIES

a) All of the policies of Section 8 shall apply to natural heritage resources within the Policy Area Fort Erie Hills.

b) Notwithstanding the policies in Section 8 these lands may also be used for pedestrian paths.

URBAN RESIDENTIAL POLICIES

a) The lands designated on Schedule “A” as “Urban Residential” shall be reserved for single-detached, semi-detached, duplexes, townhouses and apartment dwellings, and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7. 4.1.

b) A minimum density of 50 units per hectare and a maximum density of 85 units per hectare shall be expected in Fort Erie Hills.

c) This designation shall also permit stormwater management facilities and any necessary pumping stations.

OPEN SPACE POLICIES

a) The lands designated as “Open Space” on Schedule “A shall be reserved for a variety of active and passive recreational and open space uses.

(Amended by By-law 2017-123, OPA #38)

4.15.25. **MILLER LANDS (Policy Area 38)**

URBAN RESIDENTIAL POLICIES

a) The lands designated on Schedule “A” as “Urban Residential” shall be reserved for single detached, semi-detached, duplexes, townhouses and apartment dwellings, and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7. Notwithstanding the policies of Section 4.7 the site shall:

   a. Have a minimum density of 50 people and jobs per hectare, subject to any adjustments resulting from the Municipal Comprehensive Review being undertaken by the Niagara Region, and a maximum density of 85 people and jobs per hectare.

   b. Permit required storm, sanitary, water and road infrastructure to allow for development once comprehensive servicing studies (including consideration of phasing) have been reviewed for the site and approved by all approval agencies.

   c. Permit municipal parkland.

   d. Include a Neighbourhood Plan concept to be approved by the Town of Fort Erie showing how the site will integrate with the entire Bridgeburg North Neighbourhood.

   e. The full extent of the developable area will be determined following the approval of the final Environmental Impact Assessment (EIS).

ENVIRONMENTAL CONSERVATION POLICIES

b) The lands designated on Schedule “A” as “Environmental Conservation” shall and shall generally be governed by the Environmental Conservation policies of Section 8.3. Notwithstanding Section 8.3 the site shall be subject to the approval of the final Environmental Impact Study (EIS), that will include the following:

   a. Terms of Reference to be developed in consultation with and approved by the Niagara Peninsula Conservation Authority (NPCA).

b. Environmental surveys to address the Endangered Species Act, including but not limited to Bat Habitat surveys, etc.

c. Further refinement to the Environmental Conservation Areas to demonstrate “No negative impact”.

d. Upon final approval of the EIS or alternatively approval of an Overall Benefit Permit by the required agencies, those areas identified for Protection will be appropriately zoned through a Zoning By-law Amendment to Environmental Protection and those areas for development will be appropriately zoned for Urban Residential use that demonstrates densities outlined in Section A.

ENVIRONMENTAL PROTECTION POLICIES

c) The lands designated on Schedule “A” as “Environmental Protection” shall be governed by the Environmental Protection policies of Section 8.2. Notwithstanding Section 8.2 the site may also be used:

a. For pedestrian paths subject to the approved Environmental Impact Study (EIS).

(Amended by By-law 2017-123, OPA #38)

SCHEDULE "BRIDGEBURG-1"



BY-LAW 101-10
THIS SKETCH AMENDS SCHEDULE "A" TO THE OFFICIAL PLAN
BY DELINEATING THE BRIDGEBURG SECONDARY PLAN AREA
SUBJECT TO AMENDMENT NO. 65

BRIDGEBURG SECONDARY PLAN AREA

SKETCH OF LANDS IN THE FORMER TOWNSHIP OF BERTIE AND TOWN OF BRIDGEBURG
NOW IN THE TOWN OF FORT ERIE IN THE REGIONAL MUNICIPALITY OF NIAGARA

Community and Development Services
September 13, 2010

NORTH BRIDGEBURG/FRENCHMAN'S CREEK AREA
SITE-SPECIFIC POLICY AREA 9

NIAGARA RIVER

SEE TOWN OF FORT ERIE OFFICIAL PLAN FOR POLICIES RESPECTING THE WATERS AND SHORELINE OF THE NIAGARA RIVER

REGIONAL NIAGARA - URBAN AREA BOUNDARY

FUTURE NEIGHBOURHOOD PARK REQUIRED IN THIS AREA - 2.2 HA MINIMUM SIZE

to Toronto

Rail Corridor - Commuter/Goods

to Buffalo, NY

BRIDGEBURG SECONDARY PLAN
Schedule "Bridgeburg-2" - Land Use Plan

- ❶ Policy Area 1 - Crooks/Bowen Potential Development Site
- ❷ Policy Area 2 - West Jarvis Brownfield Site
- ❸ Policy Area 3 - Horton Residential Revitalization Area
- ❹ Policy Area 4 - Bridgeburg Core Mixed-Use Area
- ❺ Policy Area 5 - Bridgeburg Central Business District
- ❻ Policy Area 6 - Mentholatum Adaptive Reuse Site
- ❼ Policy Area 7 - Industrial Drive Floodplain Area
- ❽ Policy Area 8 - Potential Riverfront Public Plaza Site
- ❾ Policy Area 9 - North Bridgeburg/Frenchman's Creek Area
- Secondary Plan Boundary
- Low Density Residential
- Medium to High Density Residential
- Commercial
- Core Mixed-Use Area
- Industrial/Business Employment Area
- Institutional & Government
- Open Space - Public Parks Etc
- Cemeteries
- Environmental Conservation Areas
- Environmental Protection & Wetland Areas
- Niagara River
- Parcel Fabric
- Rail Corridor - Commuter/Goods
- Priority Road Upgrades
- Potential Future Road Network
- Potential Rail Crossing Improvements
- Neighbourhood Gateways
- Commuter Rail/Transfer Station
- Future Neighbourhood Park Required
- Railway Heritage Site
- Reg. Niagara Urban Area Boundary

FORT ERIE ONTARIO Our Focus: Your Future

Town of Fort Erie Community and Development Services
September 13, 2010

NIAGARA RIVER

SEE TOWN OF FORT ERIE OFFICIAL PLAN FOR POLICIES
RESPECTING THE WATERS AND SHORELINE OF THE NIAGARA RIVER

REGIONAL NIAGARA - URBAN AREA BOUNDARY

FUTURE NEIGHBOURHOOD PARK REQUIRED IN THIS AREA
2.2 HA IN SIZE

Frenchmen's Lane
Service Road One North
Lindbergh Drive
Bowen Road
Highland Avenue
Emerick Avenue
Alwin Place
Central Avenue
Niagara Boulevard
Phipps Street
Unnamed Lane
Dufferin Street
Jarvis Street
Courtwright Street
Robertson Street
Lewis Street
Bowden Street
Wintemute Street
Tait Avenue
Warren Street
Jennet Street
Russell Street
Wood Street
Dunlop Street
Gilmore Road
Idylewylde Street
Concession Road
Ellen Street
Torrance Street
Thompson Road
Gracefield Avenue
Norris Avenue
Eaton Avenue
Kenwood Street
Angle Avenue

0 500 m

BRIDGEBURG SECONDARY PLAN
Schedule "Bridgeburg-3" - Open Space/ Natural Heritage Plan

- Open Space - Public Parks Etc
- Environmental Conservation (Overlay)
- Environmental Protection
- Railway Heritage Site
- Niagara River
- Future Neighbourhood Park Required
- Bridgeburg Greenways - Possible Off-Road Trails (NPCA Approval Required)
- Bridgeburg Greenways - Possible On-Road Trails
- Parcel Fabric
- Neighbourhood Gateways
- Secondary Plan Boundary
- Natural Heritage Corridors (Regional)
- Regional Niagara Urban Area Boundary

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BRIDGEBURG NEIGHBOURHOOD PLAN
Schedule "Bridgeburg-4" - Transportation Plan

- Potential Road Network
- Conceptual Arterial Road Network
- Niagara River Parkway
- Priority Road Upgrades
- Commuter & Freight Rail Corridor
- Potential Extension of Niagara Falls People Mover
- Bridgeburg Greenways - Possible Off-Road Trails (NPCA Approval Required)
- Bridgeburg Greenways - Possible On-Road Trails
- Open Space - Public Parks Etc
- Environmental Protection & Wetland Areas
- Neighbourhood Gateways
- Commuter Rail/Transfer Station
- Railway Heritage Site
- Potential Rail Crossing Improvements
- Regional Niagara Urban Area Boundary
- Secondary Plan Boundary

FORT ERIE ONTARIO
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4.16. GATEWAY SECONDARY PLAN

4.16.1. PURPOSE

The purpose of the Gateway Secondary Plan is to provide a framework for revitalization and renewal within the community. The Secondary Plan consists of a land use plan and related policies to guide development and redevelopment. The plan will provide a guide for planning this neighbourhood for the next approximately 20 years, and will be subject to amendments and review as may be required during this time frame.

Other matters are addressed in the Fort Erie International Gateway Urban Design Strategy, which was approved by the Municipal Council in principle on June 14, 2004 through Recommendation No. 22. The Fort Erie International Gateway Urban Design Strategy is a guideline for recommended actions by the Town and other stakeholders, on a wide range of matters including land use, housing, Garrison Road corridor revitalization, natural and cultural heritage, by-law enforcement, parking and social condition improvement. The Fort Erie International Gateway Urban Design Strategy should be referenced for more detailed information on the goals, objectives and policies surrounding this Amendment.

i. Land designated for Open Space on the property municipally known as 240 Garrison Road is under private ownership. It is not the intention of this Plan that this land will necessarily remain as Open Space indefinitely, nor is it the intention that this Open Space area is free and open to the general public or that it will be purchased by the Municipality. If a proposal is made to develop this land and the Municipality declines to purchase this land in order to maintain it as Open Space area, then an application for the redesignation of this land for other purposes will be given due consideration by the Council.

4.16.2. VISION

The desired future state of the Gateway Secondary Plan Area, within the approximate 20-year time frame of this Plan, is a balanced, stable community in which the diverse needs of all stakeholders are met. The Plan is guided by the following vision statement, which formed part of the Fort Erie International Gateway Urban Design Strategy:

The Vision for the International Gateway Area is primarily built upon the five key objectives outlined in the Community Improvement Plan, which are seen as fundamental components of the planning and design approach. Three of these objectives in particular provide a context from which to rationalize decisions relating to

an urban design strategy and policy framework for implementation of this Urban Design Strategy. The designs, guidelines and policies will support and reinforce these three fundamental objectives:

- *Creating a Destination Community*
- *Supporting a Strategy for Connectivity*
- *Creating A Spectacular International Gateway and World Heritage Site*

4.16.3. **GOALS**

The Gateway Secondary Plan will provide for a variety of residential densities, commercial, mixed use, open space and other areas to meet the diverse needs of its many citizens that include homeowners, businesspersons, shoppers, visitors, and tourists. The area is intended to become the Town's primary gateway from the USA, a prime location for intensification and infilling, with higher densities directed towards appropriate locations.

4.16.4. **OBJECTIVES**

The main objectives of the Gateway Secondary Plan are to:

a) Provide a unique, spectacular gateway from the USA for the Town of Fort Erie, the Region of Niagara, the Province of Ontario and Canada.

b) Diversity of suitable housing choices.

c) Ensure new infill housing and renovations are compatible with existing development.

d) Encourage development forms which are compact, to help provide opportunities to relieve pressures for urban expansion, such as higher densities and mixed use along major transportation corridors.

e) Provide employment choices within the area that are compatible with residential uses, allowing residents the option to live and work in close proximity.

f) Conserve existing open space areas and natural areas, including significant features such as Niagara River and Lake Erie waterfront.

g) Provide a strong single mixed-use district in the Garrison Road Corridor.

h) Eliminate larger scale commercial uses outside of the Core Mixed-Use Area over the long term and redevelop these lands for residential purposes to create urban renewal, make better use of existing infrastructure and create opportunities for compact walkable communities that are more compatible with the surrounding residential community.

i) Conserve built heritage features, including buildings and areas of historical and architectural significance.

j) Enhance the design and identity of the Gateway Neighbourhood by the addition of design features to accentuate streetscapes and gateways.

k) Ensure that the transportation system provides for the needs of all citizens, encourages a compact urban form and enables the use of alternative travel modes.

l) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses and institutions of this area.

4.16.5. COMMUNITY IMPROVEMENT PLAN

The Town shall initiate a Gateway Community Improvement Plan for the Gateway Secondary Plan Area or a portion thereof, which shall support the recommendations of the Urban Design Strategy. This support may include financial incentives and other redevelopment assistance tools. The objective is to create a clean, healthy, livable and sustainable environment that offers visual and cultural richness.

4.16.6. RESIDENTIAL AREAS—GENERAL POLICIES

a) Schedule “Gateway-2” designates areas for residential redevelopment, intensification and infilling in the Gateway Secondary Plan Area, in an effort to promote a compact urban form, reduce urban sprawl and encourage population growth, which in turn can assist in revitalizing the Garrison Road Corridor.

b) The Gateway Secondary Plan provide for an additional approximately 765 dwelling units and 1650 persons in the Gateway Neighbourhood over the next approximately 20 years.

c) The ultimate approximate residential density mix provided by this Plan, expected to be achieved by 2031, is as follows:

- 26% Low Density (up to 25 units/gross hectare)
- 48% Medium Density (25-50 units/gross hectare)
- 26% High Density (over 50 units/gross hectare)

d) An appropriate level of affordable housing and senior citizen's housing shall be considered by the Town when reviewing development applications in the Gateway Neighbourhood, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated and isolated, in order to provide a more cohesive and inclusive neighbourhood and environment.

4.16.7. LOW DENSITY RESIDENTIAL AREA POLICIES

a) The lands designated on Schedule "Gateway-2" as "Low Density Residential" shall be reserved for single detached, semi-detached and duplex dwellings, and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 of this Plan.

b) Schedule "Gateway-2" provides for an additional approximately 50 Low Density units, provided mainly through infilling of existing low-density residential areas, bringing the total to 340 units by 2031.

c) The residential density associated with lands designated as "Low Density Residential" shall be up to 25 units per gross hectare.

4.16.8. MEDIUM DENSITY RESIDENTIAL AREA POLICIES

a) The lands designated on the Schedule "Gateway-2" as "Medium Density Residential" shall be reserved for multiple-unit structures (triplexes, fourplexes, townhomes and small apartment buildings), and their accessory uses, and the Residential policies of Section 4.7 of this Plan shall apply.

b) Schedule "Gateway-2" provides for an additional approximately 620 Medium Density units by 2031.

c) The residential density associated with lands designated as “Medium Density Residential” shall be 25 to 50 units per gross hectare.

d) Lands designated “Medium Density Residential”, including specific Policy Areas, shall not be downzoned for lesser density than permitted by the applicable zoning by-law.

e) Building heights shall be no greater than three (3) stories, except as otherwise noted in the applicable zoning by-law. Additional building height may be considered without an amendment to this Plan, if it is demonstrated through a Planning Act approval process that additional height is compatible with surrounding land uses. Approval for additional height above three (3) stories may be subject to an agreement pursuant to Section 37 of the Planning Act.

4.16.9. HIGH DENSITY RESIDENTIAL AREA POLICIES

a) The lands designated on the Schedule “Gateway-2” as “High Density Residential” shall be reserved for apartment buildings and their accessory uses, and the Residential policies of Section 4.7 of this Plan shall apply.

b) Schedule “Gateway-2” provides for an additional approximately 95 High Density units, bringing the total to 340 units by 2031.

c) The residential density associated with lands designated as High Density Residential shall be over 50 units per gross hectare.

d) Lands designated as “High Density Residential” shall not be downzoned for lesser density than permitted by the applicable zoning by-law.

e) Building heights shall be no greater than nine (9) stories, except as otherwise noted in the applicable zoning by-law. Additional building height may be considered without an amendment to this Plan, if it is demonstrated through a Planning Act approval process that additional height is compatible with surrounding land uses. Approval for additional height above nine (9) stories may be subject to an agreement pursuant to Section 37 of the Planning Act.

4.16.10. CORE MIXED-USE AREA POLICIES

a) The lands designated as “Core Mixed-Use” on Schedule “Gateway-2” shall be reserved for a mix of commercial uses and residential uses, and the policies of Section 4.8 of the Official Plan shall apply. The Garrison Road Corridor is designated as the Core Mixed-Use Area in this Plan.

b) Development of the Core Mixed-Use Area shall occur comprehensively and should incorporate the consolidation of smaller properties where required to implement an integrated, holistic development plan. Internal and external linkages, both pedestrian and vehicular, shall be an important consideration in the development of this area.

c) For buildings fronting upon Garrison Road, the use of the ground floor shall be restricted to commercial uses permitted in the applicable zoning by-law. Floors above the ground floor may be used for either commercial use or residential use as permitted in the applicable zoning by-law.

d) Buildings shall be generally situated at or close to the front street line, but setbacks may undulate in order to provide interesting façade variations on a block-wide basis.

e) Building heights shall be no greater than four (4) stories, except as otherwise permitted in the applicable zoning by-law. Additional building height may be considered without an amendment to this Plan, if it is demonstrated through a Planning Act approval process that additional height is compatible with surrounding land uses. Approval for additional height above four (4) stories may be subject to an agreement pursuant to Section 37 of the Planning Act.

f) The residential density associated with lands designated as “Core Mixed-Use Area” shall be 25 to 75 residential units per gross hectare.

g) The Town shall encourage rehabilitation and redevelopment of this area through policies contained in the Gateway Community Improvement Plan, including financial assistance/tax abatement programs for sites within the designated area.

h) Additional investment in the public realm infrastructure in the Garrison Road Corridor, such as improvements to lighting and other amenities, are required.

Priority shall be given to the continued implementation of the Garrison Road Streetscape Plan, which was initiated in 2009. These streetscape improvements are useful in promoting additional private investment and upkeep in these areas. Council will require contributions from abutting property owners for the purpose of continued implementation of the public realm improvements including such items as road widening, sidewalks, planting beds, lighting and signage; as a condition of development and/or redevelopment including Site Plan Approval.

i) It is recognized that some sites within this area may require environmental assessment prior to redevelopment for a more sensitive use. The Town shall encourage rehabilitation and redevelopment of this area through policies contained in its Brownfields Community Improvement Plan, including possible financial assistance for an environmental assessment of specific sites within the area and site clean-up prior to redevelopment for more sensitive uses.

j) The implementing Zoning By-law shall permit lands at 240 Garrison Road to be developed for a gasoline bar and convenience store as an accessory use to the existing use on the property at the date of passing of this By-law, provided that the development is designed in accordance with the Town's vision for the Gateway Neighbourhood, as espoused in the Gateway Urban Design Strategy. In addition, any building or structure associated with the development of a gasoline bar/convenience store on this site shall incorporate architectural design elements and safety features reflective of and conducive to a pedestrian-friendly, urban environment.

4.16.11. COMMERCIAL AREA POLICIES

The lands designated as "Commercial" on Schedule "Gateway-2" shall be reserved for a variety of retail and office uses, and the policies of Section 4.9 of this Plan shall apply.

4.16.12. INSTITUTIONAL/GOVERNMENT AREA POLICIES

The lands designated as "Institutional/Government" on Schedule "Gateway-2" shall be reserved for a variety of public and institutional uses, and the policies of Section 4.12 of this Plan shall apply.

4.16.13. OPEN SPACE AREA POLICIES

a) The lands designated as "Open Space" on Schedule "Gateway-2" shall be reserved for a variety of active and passive recreational, open space and natural

buffer area uses, and the Open Space policies of Section 4.13 of this Plan shall apply.

b) Additional land for Neighbourhood Parks shall be reserved in the Gateway Secondary Plan Area in a location as generally shown on Schedule “Gateway-2”.

c) The municipality’s Parkland Dedication By-law 69-08 as amended or superceded shall apply as a condition of development and/or redevelopment pursuant to Site Plan Approval.

4.16.14. NATURAL HERITAGE AREA POLICIES

All of the policies of Section 8 of this Plan shall apply to natural heritage resources within the Gateway Secondary Plan Area. The following additional policies also apply:

4.16.14.1. ENVIRONMENTAL PROTECTION AREAS

a) Lands designated as “Environmental Protection” on Schedule “Gateway-2” shall be protected from incompatible development in accordance with the policies of Section 8 of this Plan.

b) The Town shall adopt a zoning by-law amendment to reflect the Environmental Protection Areas.

c) An Environmental Impact Study (EIS) may be required for lands adjacent to an Environmental Protection Area, pursuant to Section 7.B.1.11 of the Regional Niagara Policy Plan as amended from time to time, as part of the submission of an application for development approval.

4.16.14.2. ENVIRONMENTAL CONSERVATION AREAS (OVERLAY)

a) The policies of Section 8 of the Official Plan, and the regulations of the Niagara Peninsula Conservation Authority and the Regional Municipality of Niagara shall apply to lands identified on Schedule “Gateway-2” as “Environmental Conservation (Overlay)”.

b) An Environmental Impact Study (EIS) may be required for lands within, adjacent to, or within 50m of an Environmental Conservation Area, pursuant to Section 7.B.1.11 of the Regional Niagara Policy Plan as amended from time to time, as part of the submission of an application for development approval.

c) The Niagara Peninsula Conservation Authority and the Regional Municipality of Niagara shall be consulted with respect to any development proposals adjacent to or within 50m of an Environmental Conservation Area.

4.16.15. PEACE BRIDGE (BORDER SERVICES AREA) POLICIES

Lands designated on Schedule "Gateway-2" as "Peace Bridge (Border Services Area)" shall be reserved for the operations of the Buffalo and Fort Erie Public Bridge Authority, and all of the policies of Section 4.14.2 of this Plan shall apply.

4.16.16. TRANSPORTATION POLICIES

a) The Town and/or Region shall strongly consider the character of the neighbourhood and the objectives of the Gateway Urban Design Strategy when making road improvement decisions.

b) The comments of the Niagara Parks Commission shall be considered pertaining to large- scale development applications up to 800 metres from Niagara Parks Commission lands, particularly relating to potential land-use planning and/or traffic impacts.

c) The comments of the Buffalo and Fort Erie Public Bridge Authority ("The Peace Bridge") shall be considered pertaining to large-scale development applications up to 800 metres from their lands, particularly relating to potential land-use planning and/or traffic impacts.

d) The Gateway Secondary Plan depicts conceptual future vehicular and pedestrian linkages. The location of such linkages as shown on the Plan is not intended to be prescriptive. The exact location of any future linkages shall be determined through a Master Plan to be prepared in advance of any redevelopment proposal. The development of any new roads in the Gateway Secondary Plan Area shall be in accordance with Section 12.7 of this Plan.

e) Lands identified by the Town and/or Region as being required for road widening purposes shall be transferred to the respective Municipality for nominal consideration, as a condition of any development or redevelopment requiring approvals under The Planning Act or the Building Code Act as amended from time to time.

4.16.17. PUBLIC TRANSIT POLICIES

a) The Town shall continue to promote convenient local transit service to the Gateway Secondary Plan Area within its financial capability to do so.

b) Any study undertaken by the Town or Region respecting the provision of municipal and inter/intra-municipal transit services shall examine the Gateway Secondary Plan Area, in order to determine possible system improvements to increase convenience to riders, increase access to key neighbourhood focal points and important points outside the Neighbourhood and Town, and to ensure that transit vehicles can accommodate the physically challenged.

4.16.18. GATEWAY TRAILS NETWORK POLICIES

a) The Town shall promote an on-road and off-road trail system throughout the Gateway Secondary Plan Area as shown on Schedule “Gateway-2” in order to link key focal points of the neighbourhood including the Niagara River and Lake Erie waterfronts, the Garrison Road Mixed-Use Corridor, Energy Park and other new neighbourhood parks as they are developed, and also to link the neighbourhood with the Niagara River Recreational Trail and the Friendship Trail and thereby the Greater Niagara Circle Route and the Trans-Canada Trail System.

b) Any future transportation and/or leisure studies and ensuing public works in the Gateway Secondary Plan Area shall incorporate the policies of this section into its design where appropriate.

c) The Gateway Secondary Plan depicts conceptual future on-road and off-road trails. The location of such trails as shown on the Plan is not intended to be prescriptive. The exact location of any future on-road and off-road trails shall be determined through a Master Plan to be prepared in advance of any redevelopment proposal.

d) An open space connection between Energy Field Neighbourhood Park and Garrison Road shall be considered as part of any redevelopment plan for the area, in order to allow ease of access from the Garrison Road Mixed-Use Corridor to the amenities and open space provided by the Neighbourhood Park.

e) The various components of the Gateway Trails Network will be prioritized and developed in phases, based on the financial ability of the Town to fund such development, and the involvement of funding partners such as the Region, the Province and the Niagara Parks Commission.

4.16.19. PARKING POLICIES

a) The Town shall undertake a parking study in order to arrive at long-term solutions for the provision of municipal parking facilities in the Gateway Secondary Plan Area, paying particular attention to the Garrison Road Mixed-Use Corridor.

b) When roads of sufficient allowance width are planned for reconstruction, consideration will be given to the provision of a parking lane on at least one side of the street.

c) The Town shall ensure, where feasible, that adjacent commercial parking areas are shared and inter-accessible, as a condition of site plan approval.

d) Local businesses and residents shall be consulted regarding any changes to the provision of municipal parking within the Gateway Secondary Plan Area.

4.16.20. CULTURAL HERITAGE POLICIES

a) The Policies of Section 2.3.10 and Section 11 of this Plan shall apply to Cultural Heritage matters within the Gateway Secondary Plan Area.

b) The Town will seek to protect and conserve the character of the Gateway Secondary Plan Area, particularly with respect to those buildings and areas representative of formative settlement from the late-eighteenth, nineteenth and twentieth centuries. Buildings, structures, open spaces and streetscapes from this period contribute to the special historical character of the Town, and Council may designate properties either individually or collectively as heritage conservation districts under the Ontario Heritage Act.

4.16.20.1. ARCHAEOLOGICALLY SENSITIVE AREAS

The Policies of Section 11.4 of this Plan shall apply to Archeologically Sensitive Areas within the Gateway Secondary Plan Area. These areas are depicted on Schedule “Gateway-2”.

4.16.21. GATEWAY AREAS

4.16.21.1. GENERAL

The name of this neighbourhood reflects its location and importance as the gateway to not only the Town but the Region of Niagara, the Province of Ontario and Canada. It is of utmost importance that travelers and visitors gain a positive “first impression” when crossing into the country from the USA. In this regard, the Gateway Secondary Plan identifies both an international gateway feature area and additional neighbourhood gateway feature areas, intended to enhance the visual quality of the neighbourhood and entry point into Canada.

4.16.21.2. INTERNATIONAL GATEWAY FEATURE AREA

a) Lands designated on Schedule “Gateway-2” as “International Gateway Feature” shall be considered for the development of a signature gateway feature welcoming visitors to Canada, the Province, The Region and the Town of Fort Erie.

The Peace Bridge offers a strong visual focal point for this area, providing a direct link between Fort Erie and Buffalo. From the bridge and adjacent to Central Avenue, this site offers an ideal view terminus and focal point. The key concepts for this area include:

- Providing a landmark tower and a look-out area with architectural elements and details;
- Providing a focal point for passing motorists; and
- An opportunity to provide excellent panoramic views of significant features within Fort Erie and across to Buffalo, USA.

An opportunity also exists to provide an identifiably distinctive “welcome” sign for Fort Erie. Landscaping may be enhanced with hedges with year-round foliage and colour, strategically located to define edges and provide focus, as well as terraced planting beds on the existing grade with attractive stone terrace walls.

b) In recognition of its locational importance, the public realm along Central Avenue shall be strongly considered for improvement in the vicinity of the International Gateway Feature Area. An on-road trail and distinctive street lighting shall be considered as part of any public realm improvement in this area consistent with the streetscaping design for Garrison Road. Distinctive lighting and bollards will

ensure safety and security, while at the same time providing an important urbane elegance to this focus area.

4.16.21.3. NEIGHBOURHOOD GATEWAY FEATURE AREAS

a) Lands designated on Schedule “Gateway-2” as “Neighbourhood Gateway Feature” areas shall be considered for the development of unique gateway features welcoming visitors to the Neighbourhood. An opportunity also exists to provide distinctive signage for the Gateway Area. Landscaping should be enhanced providing hedges with year-round foliage and colour, strategically located to define edges and provide focus, as well as planting beds on existing grade. Gateway enhancements described above may occur on public and/or private property abutting the Neighbourhood Gateway Feature Area.

b) The eastern Gateway Feature Area in the vicinity of Central Avenue and Garrison Road, shall be augmented by the easterly extension of Veteran’s Way through to Mather Circle, in order to provide the restoration of the historical direct connection from Garrison Road to the Niagara Parkway.

4.16.22. MUNICIPAL SERVICES AND UTILITIES POLICIES

a) Municipal services such as sewers, water stormwater and public/private utilities will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Gateway Secondary Plan Area.

b) Stormwater management approaches will be utilized in the Gateway Secondary Plan Area to address existing problems, future land use changes and road reconstruction works and opportunities for major storm sewer / storm water management facility works. These will include a combination of methods suitable for each type of situation. Examples of such approaches may include new storm water management facilities and the diversion of existing flows to improve the system, on-site controls for new development, enhancement of storm sewer outfalls, review of current policies (e.g. roof-leader disconnection), and / or collection of cash-in-lieu funds.

c) The Town may initiate a Master Development and Servicing Study for the Gateway Secondary Plan Area, in order to determine the parameters, costs, impacts and alternatives associated with development of servicing improvements. Such a strategy shall also include an Environmental Planning

Study for any development within and/or adjacent to Environmental Conservation and Environmental Protection Areas. Such Strategy shall also consider recommendations stemming from the Fort Erie Creeks Watershed Plan.

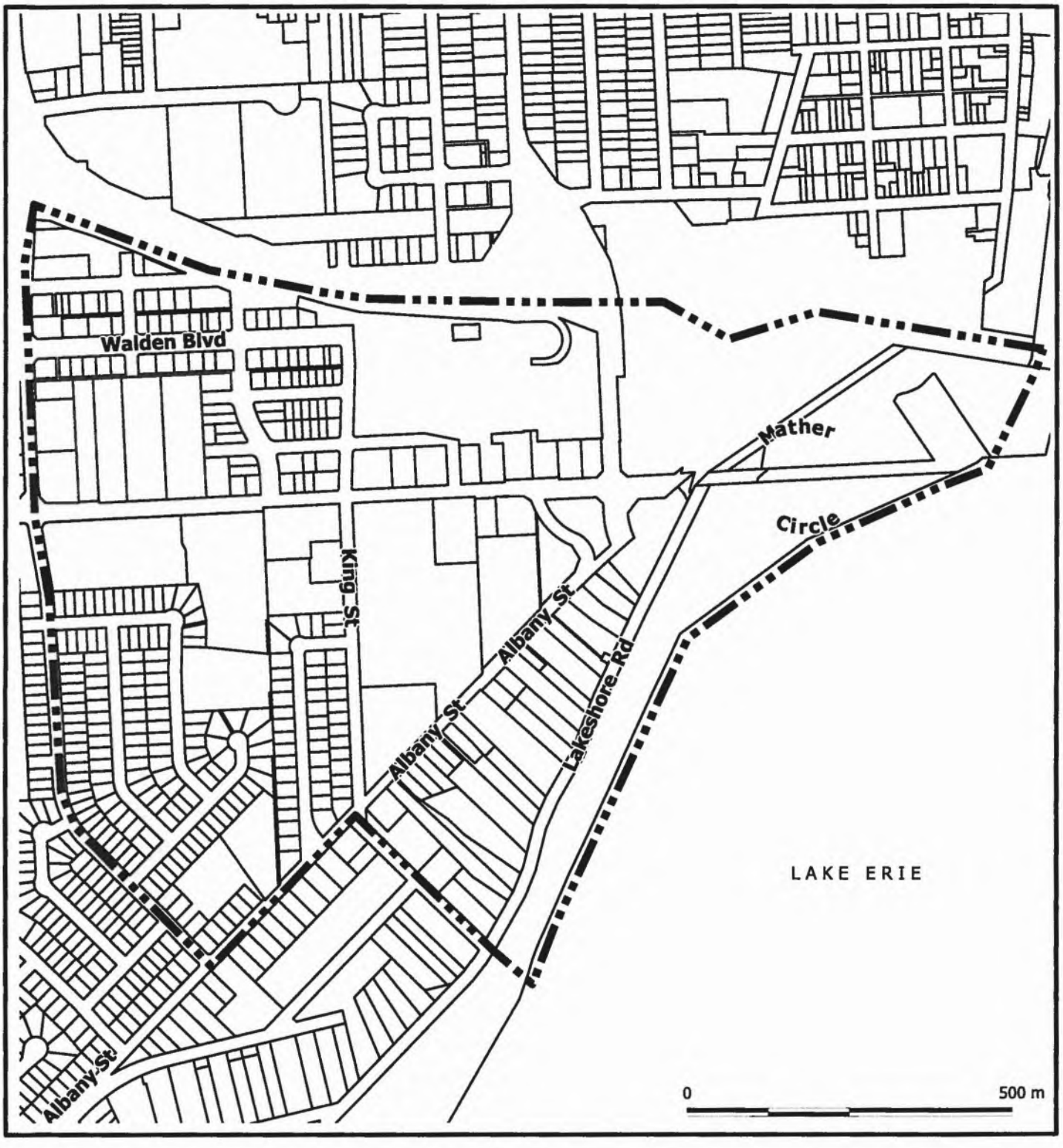
d) The burial of all non-primary utilities and the relocation of transformers by the respective utility shall be required as a condition of either public realm improvement or private development/redevelopment, where feasible. All service connections to individual buildings shall be made below-grade where feasible.

4.16.23. INTERPRETATION OF THE PLAN

The Gateway Secondary Plan consists of Sections 4.16.1 through 4.16.23, and Schedules “Gateway-1” and “Gateway-2”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

SCHEDULE "GATEWAY-1" TO BY-LAW 57-11



BY-LAW NO. 57-11
THIS SKETCH FORMS PART OF SCHEDULE "GATEWAY-1" TO OFFICIAL PLAN AMENDMENT NO. 6 PASSED THIS 9TH DAY OF MAY 2011

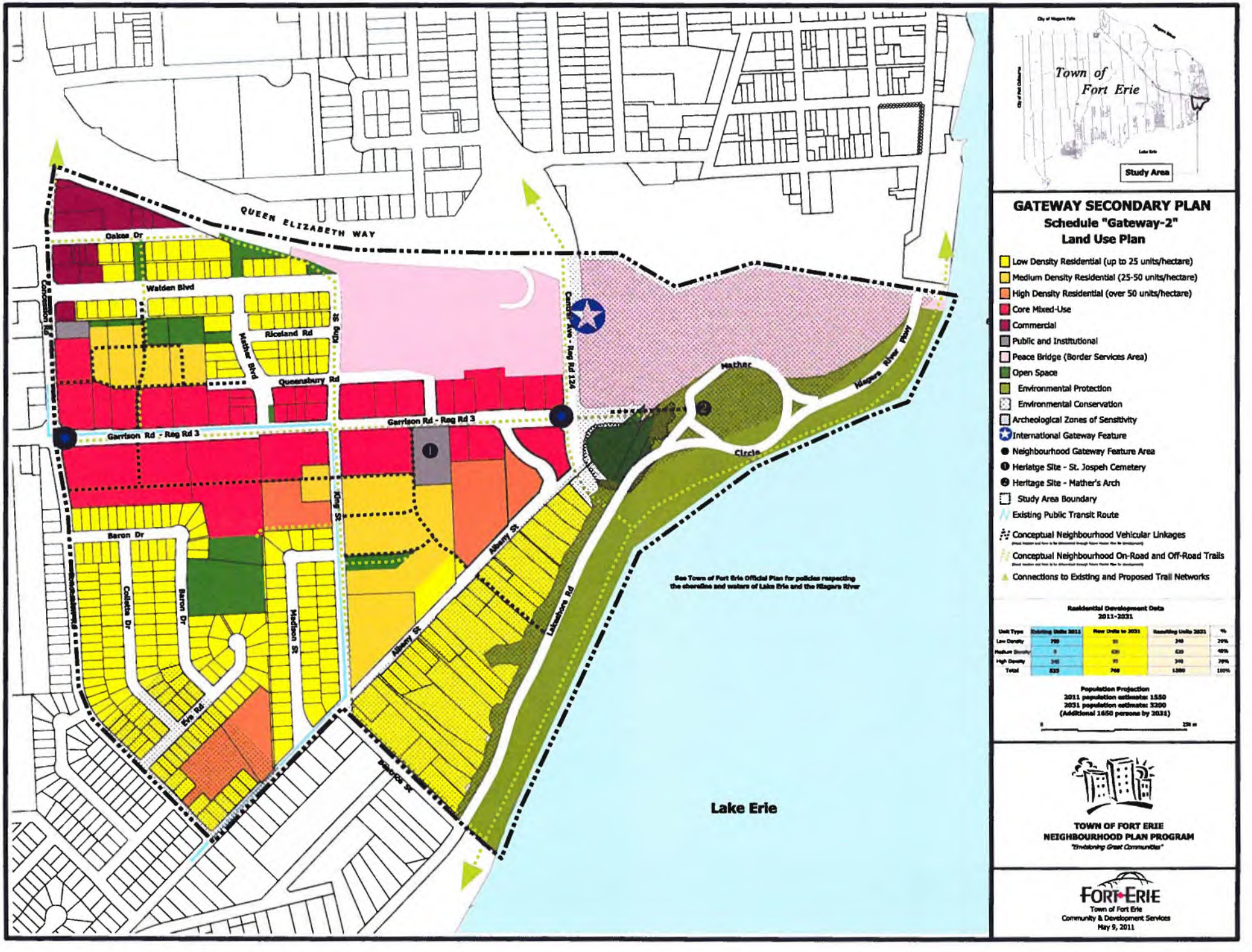
Gateway Secondary Plan Area

SKETCH OF PART OF LOT 1 IN CONCESSION 1 NR AND PART OF THE MILITARY RESERVE, ALL FORMERLY IN THE TOWNSHIP OF BERTIE AND THE TOWN OF FORT ERIE, NOW IN THE TOWN OF FORT ERIE IN THE REGIOANL MUNICIPALITY OF NIAGARA

FORT ERIE

Community and Development Services
May 9, 2011

GATEWAY SECONDARY PLAN Schedule "Gateway-2" - Land Use Plan



4.17. SPEARS-HIGH POINTE SECONDARY PLAN

4.17.1. PURPOSE OF THE SPEARS-HIGH POINTE SECONDARY PLAN

The purpose of the Spears-High Pointe Secondary Plan is to provide a framework for a cohesive, complete community to develop. The framework is intended to provide clear direction to achieve subsequent goals and objectives. The Secondary Plan consists of a land use plan and related policies to guide development and redevelopment to ensure it is in keeping with the Town's vision for this neighbourhood. The Plan will provide and serve as the guide for planning activity for a period projected over the next 20 years and will be subject to amendments from time to time, as well as being included the Town's 5 year review of its Official Plan.

4.17.2. VISION

At the sunset of the 20 year planning period, the vision seeks to establish a complete community. The predominant land use will be residential with a balanced mix and form appealing to the full spectrum of demographics. Garrison Road will have intensified development consisting of mixed use, medium and high density residential and commercial uses along this primary transportation and transit corridor. Opportunities for `age in place' have been encouraged and are well aligned with the complete community concept.

New commercial enterprise catering to the residential population needs have established and are sustained by the increased pedestrian, resident, and en route traffic increase.

The Garrison Road streetscapes has evolved into a more defining street edge perpetrated and predicated on urban design to bring buildings and structures closer to the frontage to create visual interest, at the same time making the corridor a more friendly, walkable environment for all stages of life and not just a place for the automobile.

The parks and open spaces are linked and provide for recreational destinations while the natural environment is afforded the protection it deserves and is woven in amongst the community fabric.

In 20 years, residents are enjoying the highest quality of life with the businesses and industry afforded prosperity through sustainable urban development practices.

The desired future state of the Spears-High Pointe Neighbourhood is a balanced, stable community in which the diverse needs of the Town's current and future populations can be met. The Plan is guided by the following vision statement, having taken into account the earlier 2002 Neighbourhood Plan working group contributions, the active development community and the public open house contributions garnered in 2012:

The Spears-High Pointe neighbourhood is rich in opportunity of supplying the Town of Fort Erie with a complete community. Its location provides for strong connection to the existing transportation and transit networks and will transition well with the focused intensification of Garrison Road. Its existing residents have acted as its caretakers and continue to hold vested interest in protecting what is important to their quality of life. Development can be promoted provided we remain responsive to the following core values:

a) *provide practical, well thought-out planning that will integrate with the existing fabric of the neighbourhood so as to better connect with its boundaries and remain permeable from within;*

b) *emphasize community safety for all ages by providing sidewalks, bike lanes, speed and stop control on our shared roadways;*

c) *make the neighbourhood a place that is a friendly, walkable community that promotes pedestrian and active transportation; fear should never be a factor in a decision to walk or recreate;*

d) *recognize and seek balance in land use decisions that interface with the neighbourhood's existing residents and businesses;*

e) *respect the neighbourhood's natural features by providing opportunity for their continued contribution to the environment;*

f) *recognize the neighbourhood's limited historical and cultural features by protecting and promoting their place within the community and to serve as a reminder by providing connection to the Town's significant national heritage standing;*

g) *engage the residents and businesses throughout the development period to provide feedback and measure the success of the Plan in an ongoing manner.*

4.17.3. GOALS

The Spears-High Pointe Secondary Plan strives to achieve its goal of becoming an integral and integrated part of a complete community by providing for a variety of residential densities, commercial, mixed use, open space and other areas to meet the diverse needs of its many citizens and visitors including homeowners, businesspersons, shoppers, and tourists. The area is intended to focus intensification along Garrison Road, its major transportation and transit corridor, while still providing for areas of increased density and infilling, balanced to meet with provincial and regional strategic growth and policy objectives within the Plan Area boundary.

4.17.4. OBJECTIVES

The main objectives of the Spears-High Pointe Secondary Plan are to:

a) Provide a diversity of suitable housing choices that are coordinated with land use designations and densities that provide for suitable transition and gradation;

b) Ensure new in-fill housing units and renovations are compatible with existing development.

c) Encourage land assembly that would result in more efficient and effective design;

d) Encourage development forms which are compact, to utilize urban land and services efficiently;

e) Provide employment choices within the area that are compatible with residential uses, providing residents the option or opportunity to live and work in close proximity;

f) Conserve existing natural areas, including those which are identified as locally significant wetlands in effort to retain an environmental function within the Plan Area;

g) Provide a strong focus of higher density and mixed use residential/commercial activity along Garrison Road in order to be transit supportive;

h) Promote compatible prestige industrial uses in the Employment area adjacent to the Queen Elizabeth Way highway where visibility is high and access to and from the highway system does not interfere or introduce disruption to the residential neighbourhood;

i) Conserve the limited built heritage features and areas of historical context, more particularly the early Plato Loyalist Cemetery on Bertie Street and Provincially-designated Brigadier General Cruickshank's residence;

j) Enhance the Spears-High Pointe Neighbourhood by promoting gateway features at key locations that assist in distinguishing neighbourhood and community entry;

k) Ensure that the transportation system provides for the needs of all citizens, encourages a compact urban form, transit ridership and promotes/enables active transportation within the neighbourhood;

l) Seek opportunities for improved transportation connections to perimeter roads to assist in providing options and reduce delay and safety concerns;

m) Make the neighbourhood a friendly, walkable community that promotes pedestrian and active transportation, and places emphasis on community safety for all ages by providing sidewalks, bike lanes, speed and stop control on our shared roadways;

n) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses, industry and institutions of this area;

o) The Spears-High Pointe Neighbourhood shall be promoted for predominantly new housing development that will provide choice in housing opportunities that meet with demographic and socio-economic needs of the Town. A full spectrum of built form and tenure must be provided if age-in-place practice is to be realized; and

p) New housing development will be integrated with existing built up areas, open spaces and natural heritage features. Previously approved subdivision plans will be acknowledged within the neighbourhood planning context and developers of these plans shall be encouraged to work with the municipality in achieving the objectives stated herein.

4.17.5. RESIDENTIAL – GENERAL POLICIES

a) Section 4.7 of the Town's Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections;

b) Schedule "SHP-2" designates the areas of residential land use within the Secondary Plan Area with accompanying policy provided herein. The Plan

provides for areas of varying residential density, which have been defined in keeping with stated Plan objectives;

c) The Spears-High Pointe Secondary Plan provides for an estimated 1575 dwelling units and a projected residential population of 3983 persons in the neighbourhood over the long term;

d) An appropriate level of affordable housing and senior citizen's housing shall be considered by the Town when reviewing development applications in the Spears-High Pointe Neighbourhood, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated and isolated in order to provide a more cohesive and inclusive neighbourhood. In doing so, the opportunities for age-in-place are also supported and extend to a broader socio-economic base; and

e) The Town will consult developers regarding intensifying their existing draft approved plans of subdivision, provided the locations are suitable and consistent with siting criteria defined under section 4.17.7e) i. to v.

4.17.6. LOW DENSITY RESIDENTIAL POLICIES

a) The lands designated on Schedule "SHP-2" as "Low Density Residential" shall be reserved for single detached, semi-detached and duplex dwellings, and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section;

b) An overall target of approximately 60% Low Density residential yield shall be anticipated within the Neighbourhood. Notwithstanding Section 4.7.1.I (b), the targeted mix and minimum yields of Built-up and Greenfield areas have been blended within the Secondary Plan boundary to provide for flexibility in structuring a cohesive and logical distribution of uses in areas best suited for the range of appropriate densities. The approach maintains and surpasses expectations of the Growth Plan while offering optimal community structure;

c) Schedule "SHP-2" provides for approximately 741 additional low density units, bringing the total for Low Density units to approximately 910 over the long term. The yield reflects the existing lot fabric and anticipates retention of some large existing lots over the course of the planning period. As a result, lower densities can be anticipated within some areas of the plan until such time that

redevelopment choices are made or the lifecycle of the existing home construction warrants replacement;

d) The planned density range for the Low Density designation shall be up to 16 units per net hectare; and

e) Areas of Low Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.17.14 of this Plan. Development, redevelopment or expansion to existing use may require further study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

4.17.7. MEDIUM DENSITY RESIDENTIAL POLICIES

a) The lands designated on the Schedule “SHP-2” as “Medium Density Residential” shall be reserved for multiple-unit structures (townhomes and apartment dwellings), and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section;

b) An overall target of approximately 20% Medium Density residential yield shall be anticipated within the Neighbourhood;

c) Schedule “SHP-2” provides for approximately 364 new Medium Density units. The Plan Area is currently void of existing multiple unit density so clear direction for higher densities is providing for such development for the first time within the Plan Area consistent with growth management strategies of the Town, Region and Province;

d) The planned density for the Medium Density residential designation shall provide for a range between 16 to 50 units per net hectare;

e) Medium Density development is identified on Schedule SHP-2 and can also be considered by amendment to this Plan in areas:

   a. immediately adjacent to Garrison Road;

   b. along collector roads within the Plan Area;

   c. in close proximity to Parks, Open Space or Environmental Areas;

   d. adjacent to High Density residential; or

e. Adjacent to major commercial uses.

f) Developers with existing draft approved plans of subdivision within the Plan Area will be encouraged to consider modifying their plans to incorporate multiple residential units that are in keeping with the locational criteria described in the preceding paragraph;

g) It is anticipated that the majority of the Medium Density unit yield will be in the form of ground-based dwellings such as street or block townhouse development; however low-rise apartment dwellings with a maximum height of 3 storeys should also be considered in areas adjacent or in close proximity to Garrison Road. The Town may request such consideration in effort to meet with a diversified form and stock of housing choice;

h) Areas of Medium Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.17.14 of this Plan. Development, redevelopment or expansion to existing use may require further study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan; and

i) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

4.17.8. HIGH DENSITY RESIDENTIAL POLICIES

a) The lands designated on the Schedule “SHP-2” as “High Density Residential” shall be reserved for multiple-unit structures (apartment dwellings), and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section;

b) An overall target of approximately 10% High Density residential yield shall be anticipated within the Secondary Plan Area;

c) The planned density for the High Density residential designation shall provide for a range between 50 to 75 units per net hectare;

d) High Density development shall be supplied in areas shown on Schedule SHP-2, which address the following criteria:

a. immediately adjacent to Garrison Road;

b. in close proximity to Parks, Open Space or Environmental Lands; and

c. Adjacent to major commercial uses;

e) High Density unit yield will be in the form of apartment dwellings. A building height of 6 storeys will be permitted within the designation with permissions to 10 storeys where it can be demonstrated that increased height does not negatively impact adjacent lower density uses or the transportation network. More specifically, shadow impacts on neighbouring properties are minimized and ingress and egress onto Garrison Road or an alternate point of access can adequately accommodate traffic generated by the development;

f) For buildings greater than 6 storeys, placement of the building on the site, its orientation and massing composition, parking, landscape and the setback requirements will be regulated by a site specific by-law amendment;

g) The Town may require a Heritage Assessment Study be prepared to address impacts of development on the adjacent Cruickshank Heritage Site in accordance with Section 11 of the Official Plan. The study would be prepared by a qualified heritage professional and required at the time of any Site Plan submission; and

h) Portions of the High Density designation shown on Schedule “SHP-2” are impacted by the Environmental Conservation overlay defined and described under policy 4.17.14 of this Plan and development shall address the policies of said Section. In addition to Section 4.17.14 where development may be permissible within an Environmental Conservation Area, site development shall be required to retain vegetative buffering of no less than 10 metres in width, so as to assist in screening lower density, ground based residential uses located west of the High Density designation. A Tree Preservation Plan will be required to accompany any applications for development.

4.17.9. CORE MIXED-USE POLICIES

a) The lands designated as “Core Mixed-Use” on Schedule “SHP-2” shall be reserved for a variety of retail and office uses, as well as residential uses. Notwithstanding Policy 4.8.1 II, wherein the location for Core Mixed Use is described as being suited to downtown or proximity areas, the location for Core Mixed Use may also be located in a limited capacity to major roads or corridors connecting nodal areas within urban areas. Subsequently the policies of Section 4.8 generally apply, recognizing the Garrison Road corridor is not considered a “downtown” area in its geography, its history or its character. Garrison Road will, however, serve to become the focus for commercial activity and intensified residential development, making it the destination for services to those within the Spears-High Pointe Neighbourhood;

b) The Town shall encourage site improvement and redevelopment of properties designated Mixed Use along Garrison Road, so as to intensify site capability and assist in creating a defined street edge;

c) New development and redevelopment shall be encouraged to maximize available coverage and floor space permissions in order to optimize available services and support increased residential along Garrison Road;

d) New development and redevelopment proposed on lands designated Mixed Use will be encouraged to locate close to the street frontage and to provide more direct pedestrian connection to Garrison Road for convenient pedestrian movement and access to buildings and transit;

e) Building setbacks will be subject of municipal review and may be require a site specific zoning by-law amendment to assist in integrating built street edge with that of more recently developed commercial uses;

f) Mixed Use designation shall include a residential component equal or greater than the commercial floor space provided. Consideration shall be afforded to conversions, existing buildings and additions, provided any new ground floor space includes a matching second story residential component;

g) Any existing buildings subject of conversion or addition for the purpose of mixed use shall require Site Plan Control and be subject to inspection to ensure Ontario Building Code standards have been met;

h) Stand-alone residential use within the Mixed Use designation will be discouraged. Proposals for stand-alone residential shall clearly demonstrate inability to effectively achieve combined residential and commercial uses on the same site without extensive modifications to zoning regulation and provisions. Conversely, smaller properties are encouraged to consolidate with adjoined properties sharing designation to provide increased opportunity for comprehensive development;

i) The maximum height of any building in this designation shall be three (3) storeys, and the residential density shall be 16 to 50 units per net hectare in addition to the commercial floor space provided on-site;

j) Residential units will be located on upper floors, reserving at-grade floor space for commercial use with limited exceptions such as retirement homes, permitted stand-alone residential or existing buildings subject to conversion;

k) Covered parking and detached private garages would be acceptable on site provided they are set well back from the street and do not interfere with commercial traffic;

l) New automotive related uses are not permitted in Core Mixed Use areas;

m) At-grade commercial shall be fully accessible and barrier free in design; and

n) Private development is encouraged to provide fully accessible access to upper level residential.

4.17.10. COMMERCIAL POLICIES

a) The lands designated as “Commercial” on Schedule “SHP-2” shall be reserved for a variety of “General Commercial” retail and office uses, and are subject to the policies of Section 4.9.2 of this Plan;

b) Notwithstanding the uses identified in Section 4.9.2, new automobile sales and storage, repair garages, motor vehicle service stations and gas bars will not be permitted within the Plan Area, except for those commercial lands identified as being north of Garrison Road, immediately west of Thompson Road;

c) All new or expanding automotive uses shall be required to demonstrate compatibility with adjacent uses. d) Intensification of Garrison Road commercial uses should be those which are compatible with and predominantly serving the neighbourhood’s residential population and corridor commuter personal service needs. Commercial uses considering drive-thru operations shall, in addition to being subject to Site Plan Control, be required to address such matters as visual and aesthetic impact on adjacent properties and public road allowances through submission of an urban design plan. A Traffic Impact Study will also be required and may be scoped depending on location. Details of study requirements would be conveyed at mandatory pre-consultation meetings with Town staff prior to application submission; and

d) All commercial uses shall provide for full accessibility, barrier free access and appropriate parking stall locations.

4.17.11. EMPLOYMENT POLICIES

a) Lands designated as “Employment” on Schedule “SHP-2” shall be reserved for an integrated mix of industrial and manufacturing operations as well as business activities, and the Industrial/Business Employment policies of Section 4.10 shall apply;

b) The Employment designation within the Secondary Plan Area is generally limited in area and situated in such a manner that it provides prominent exposure to the QEW while also being in close proximity to existing and future residential uses and designations. Employment uses shall be those which are considered prestige type industrial uses that support the policies of Section 4.10 while offering decreased risk for nuisance to residential lands;

c) Development occurring on lands designated “Employment” within the Spears-High Pointe Secondary Plan shall require study to determine applicable standards concerning noise and emissions. Ministry of Environment Standards shall apply in determining setbacks and mitigation measures that may need implementation with respect to sensitive receptors, both planned and existing in accordance with Section 10 of the Official Plan; and

d) Portions of the “Employment” lands designated on Schedule “SHP-2” are subject to Environmental Conservation Overlay policies of Section 8.3 of the Official Plan. Prior to any applications for development within or adjacent to Environmental Conservation Areas, the requirement for studies will be determined through the mandatory pre-consultation process with the municipality and Niagara Peninsula Conservation Authority.

4.17.12. **INSTITUTIONAL**

a) The lands designated on Schedule “SHP-2” as “Institutional” shall recognize the existing institutional uses within the Secondary Plan Area and shall generally be governed by the Institutional policies of Section 4.12;

b) Sites identified and designated as Institutional are uses serving in an established institutional role. These currently include:

a. 1088 Garrison Road – (Niagara Chapter – Native Women Inc.) which has been serving the needs of our aboriginal community members and protecting cultural and aboriginal heritage;

b. 1110 Garrison Road – (Garrison Road Public School) This site has been in operation as a school since 1879. The site has a unique history and the original school house (S.S. No. 4) is still in an operating role and can be reviewed by the Town’s Municipal Heritage Standing Committee relative to its architectural and/or historical significance.

4.17.13. OPEN SPACE

The lands designated as “Open Space” on Schedule “SHP-2” shall be reserved for a variety of active and passive recreational uses and other open space uses including storm water management. The policies of Section 4.13 shall generally apply to lands designated as Open Space. Lands identified under an Open Space designation within the Spears High Pointe Secondary Plan Area are further defined as provided below.

4.17.13.1. OPEN SPACE – NEIGHBOURHOOD AND SPECIALIZED PARKS

a) The Town of Fort Erie’s Parks and Open Space Master Plan shall serve to guide the appropriate location and effective service area distribution for Neighbourhood Parks within the Secondary Plan Area given lands previously identified for Neighbourhood Parks in the Master Plan and earlier Neighbourhood Plan are now subject to environmental constraints. The alternate locations for parks as identified on Schedules SHP-2 and SHP-3 afford the opportunity to maintain the integrity and intent of the Parks and Open Space Master Plan;

b) Existing Draft Plans of Subdivision contain some blocks of Parkland suitable for dedication where others must be reconsidered for an alternate location within the Secondary Plan as a result of Natural Features identification. The Town shall work cooperatively with developers and property owners to obtain suitable sites for Parkland that best serve the Neighbourhood as a whole;

c) Neighbourhood Parks are shown on Schedule “SHP-2” and “SHP-3” and it shall remain the intention of the Town to pursue acquisition of adequate Parkland through dedication or other means afforded the municipality through cash-in-lieu opportunities;

d) The Secondary Plan contains portions of untraveled road allowance that may be used in conjunction with lands acquired to maximize parkland area. The Town may wish to close portions of road allowance associated with park block assembly;

e) Neighbourhood Parks are a component of the overall Open Space network within the Secondary Plan. Neighbourhood Parks are considered points of interest or destinations within the Plan Area and therefore, will be given priority in connection to the overall network. Wherever possible, the provision of active transportation infrastructure to support pedestrian access to these locations will be required to be addressed through new development applications and capital replacement budgeting;

f) The lands located immediately south and adjacent to the QEW, east of Alliston Avenue, were draft approved as parkland prior to natural heritage feature identification and overly designation being applied. These lands are shown on Schedule SHP-2 as Neighbourhood Park, as draft approved, and subsequently are not being shown with an Environmental Conservation overlay. Schedule SHP-3 illustrates the Environmental Conservation features identified on these lands (Locally Significant Wetlands), which shall remain regulated by the Niagara Peninsula Conservation Authority. The intent and future use of these lands will have them remain in their natural state with any potential passive recreational or trail use being considered by the Town, in consultation with the Niagara Peninsula Conservation Authority;

g) The Plan identifies a small park block east of Garrison Road Public School and adjacent to the natural features area. This park shall be recognized as a "specialized park" designation under the Parks and Open Space Master Plan; and

h) Efforts will be made to preserve vegetation through park site development following examination of service level criteria for each identified park space and those containing limited ECA overlay.

4.17.13.2. OPEN SPACE – GENERAL

a) The Town supports linkage opportunities to assist in providing pedestrian access to points of interest such as Neighbourhood Parks, the Garrison Road Public School, commercial and services along Garrison Road and major retailers in the east end of the Plan Area. The linkage areas are critical to a cohesive Open Space network that supports active transportation as an alternate means of reaching destinations within the Plan;

b) The Town shall make every effort to ensure linkage opportunities are protected when new development or re-development is proposed within the Plan Area. Linkage opportunities are represented on Schedules SHP-2 and SHP 3 of this Plan and illustrate a preferred series of linkage opportunities;

c) The Town may consider alternate locations for linkage provided it can be demonstrated to achieve or improve on the level of direct connectivity desired, so as to promote its use through convenience and pedestrian safety;

d) Road allowances not presently traveled within the Secondary Plan Area that may remain in such state shall be considered for open space linkage purposes;

e) Trail development through select Environmental Conservation Area designations identified on Schedule SHP-3 shall be considered desirable and may be pursued

by the Town, in consultation with the Niagara Peninsula Conservation Authority, to provide for an enhanced open space network which supports active transportation objectives;

f) The Town will seek appropriate opportunities to provide supporting infrastructure for active transportation needs; and

g) Landscaping treatment for Linkage blocks will be dependent on size and location within the Open Space network. Some areas may be best suited in a naturalized state and others may be preferred in a maintained park like setting.

4.17.13.3. OPEN SPACE – NATURAL AREAS

Schedules SHP-2 and SHP-3 illustrate two areas that have been identified within the Secondary Plan Area and are subject to the following policies:

a) The area identified on the south side of Bertie Road represents a man-made pond and retention in private ownership will continue to offer a scenic point of interest along the Bertie Road exposure; and

b) The area located central to the Plan in a long linear arrangement is comprised of privately owned lands and Town owned road allowances (not travelled). The majority of these lands are subject to the Environmental Conservation Overlay designation. The Town desires to have these combined ownerships preserve the existing vegetation and to provide opportunity for an active transportation trail linking the Neighbourhood Park shown on Schedule SHP-2 and SHP-3.

4.17.13.4. OPEN SPACE – STORM WATER MANAGEMENT (SWM)

a) Lands identified as “Open Space - Storm Water Management” within the Plan Area reflect locations identified in the Spears and High Pointe Master Servicing Plan prepared by EarthTech (2002) and shall be considered approximate until detailed engineering at the development stage can more precisely define limits and location of the designation.

b) Following detailed engineering analysis, should storm water management facilities identified as “Open Space (SWM)” on the Schedules to this Plan be relocated, shift or have their area requirement diminish, the subsequent implementing designation shall be interpreted as follows:

    a. the adjacent land use designation with the higher residential designation applying when more than one residential designation exists.

b. Notwithstanding, for the SWM facility located on Garrison Road, east of the Garrison Road Public School, the defaulting land use shall be Medium Density Residential.

c) An amendment will not be required provided the changes are not substantive and are the result of detailed refinement. If changes result in complete relocation, the impact on the new location will be assessed with respect to land use loss. The Town may seek opportunities to recover any lost density through further intensification of any subsequent applications. In either instance, consultation with Town staff shall be required.

4.17.14. NATURAL HERITAGE POLICIES

4.17.14.1. GENERAL

a) Determination of any natural feature boundaries or environmental study requirements will be identified during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions in cases where the lands are regulated under the Conservation Authorities Act as administered by the Niagara Peninsula Conservation Authority in accordance with Section 8 of the Official Plan.

b) Determination of EIS requirements shall be based on Regional EIS Guidelines, with administration and approval authority responsibility having been set out in the Memorandum of Understanding between local and regional governments and the Niagara Peninsula Conservation Authority.

c) Policies of Section 8 shall apply to natural heritage resources within the Spears-High Pointe Secondary Plan Area. However, there are unique circumstances that need to be recognized as a result of existing conditions. There are a number of existing residential dwellings, an existing school (Garrison Road P.S.) and existing Draft Approved Plans of Subdivision, all of which pre-date locally significant wetland identification and implementation into the Town's Official Plan. In light of these existing conditions, exceptions will be afforded respecting continued or approved use of select areas of buffer shown on Schedule "SHP-3".

d) The Spears-High Pointe Secondary Plan contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule SHP-2 and further defined on Schedule SHP-3. The Environmental Conservation Areas may comprise any of the following components:

a. Locally Significant Wetlands (LSW);

b. Associated Buffer Area (typically 30m) adjacent to the LSW; and

c. Woodlands

e) Policy 8.8.1.XXIV shall be referred to for direction regarding the relationship between existing draft approved plans of subdivision and natural heritage features.

4.17.14.2. LOCALLY SIGNIFICANT WETLANDS

a) Locally Significant Wetlands (LSW's) are identified as an Environmental Conservation Overlay on Schedules SHP-2 and SHP-3, and are subject to the policies of Section 8 of this Plan and policies of this Section;

b) Locally Significant Wetlands (LSW's) are regulated under the Conservation Authorities Act as administered by the Niagara Peninsula Conservation Authority (NPCA). Applications for development within these features shall be highly discouraged and subject to Section 8 of this Plan;

c) Any application received for development within an LSW shall require an Environmental Impact Study and Planning Justification demonstrating conformity with the Provincial Policy Statement, Niagara Peninsula Conservation Authority (NPCA) Land Use Planning Policy Document, Regional and Fort Erie Official Plans. The NPCA is the regulatory authority for LSW's under the Conservation Authorities Act.

4.17.14.3. ASSOCIATED BUFFER AREA

a) Schedules SHP-2 and SHP-3 illustrate the LSW feature with two separate identities provided for the Associated Buffer as defined below:

a. "30m LSW Buffer Overlay" is illustrating a complete 30m buffer around the perimeter of the LSW feature as identified by the Ministry of Natural Resources. This designation is provided for demonstration and shall serve as an overlay for reference when applications are received for any development activity on affected lands. The overlay reveals areas of underlying designation that represent, and are designated for, their existing / approved and accepted use. Non-environmental land uses identified under the overlay designation shall continue to be permitted and recognized through this plan and shall be zoned accordingly. Any new development on underlying lands such as building additions, accessory structures or minor grading works, may require permits from the NPCA. The Town in consultation with the Region and NPCA will pursue the establishment of waiving and scoping requirements and procedures for an

EIS to simplify the approval process while allowing development that safeguards the natural environment.

b. "Remnant Buffer" is a land use designation within the context of this plan and represents remaining "intact" Buffer Area of the 30m required Buffer Area directly associated with the LSW feature. The Remnant Buffer is shown on Schedule SHP-3 and is an Environmental Conservation Area designation and subject to full regulation by the NPCA. Development within this designation shall be highly discouraged and may only be considered in accordance with Section 8 of this Plan and regulatory requirements of the NPCA.

4.17.14.4. WOODLANDS

a) Woodland features are found scattered throughout the Plan Area with some being associated with the LSW's and others not. The woodlands are identified as part of the Environmental Conservation Overlay designation with an underlying primary land use identified therein;

b) Development within the Woodlands, outside of LSW's and associated Buffers, may require an EIS be prepared to the satisfaction of the Town, in accordance with Section 8 of this Plan and in consultation with the NPCA;

c) The Town in consultation with the Region and NPCA will pursue the establishment of waiving and scoping requirements and procedures for an EIS to simplify the approval process while allowing development that safeguards the natural environment; and

d) A Tree Preservation plan may be required to implement the recommendations of an EIS, or to protect trees identified as worthy for protection.

4.17.14.5. ENVIRONMENTAL CORRIDOR, LINKAGE

a) Schedule "C" of the Official Plan illustrates conceptual Corridors throughout the municipality. The Spears High Pointe Neighbourhood Area contains the outer reach of one such corridor. The location is shown on Schedule "SHP-3" of this Plan and is illustrated towards the eastern end of the Plan Area between the major commercial area and residential interface.

b) There is considerable existing development, including Garrison Road, where the corridor is illustrated. The appropriateness of a corridor in this area will be examined as part of an EIS for adjacent lands designated for development, as set out in Section 8.3.4 IV of the Official Plan.

4.17.15. SENSITIVE USES IN PROXIMITY TO QEW AND EMPLOYMENT LANDS

a) The potential for elevated noise exists for some areas of residential within the Plan Area due to proximity of the Q.E.W. and proposed Employment lands. Appropriate measures may be required to mitigate excess noise to within acceptable MOE Guideline levels.

b) Residential development bordering employment lands shall be designed in a manner so as to mitigate, or to assist in mitigating, any potential noise impact from employment uses. This interface area is generally along Bertie Street within the Plan Area and future residential use may be required to front Bertie Street with increased setbacks. Outdoor living areas should be situated to the rear of units along the south side of Bertie Street.

4.17.16. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT)

a) The Transportation System is in reference to the various modes of transportation that can be made available to service the Spears High-Pointe Secondary Plan Area. The three components envisioned to service the Plan Area include the road network, the pedestrian/active transportation network and public transit routing.

b) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation Systems over the long term, review of current standards, or development of new standards may be required.

4.17.16.1. ROAD NETWORKS

a) The development of the road network in the Spears-High Pointe Secondary Plan shall generally be in accordance with Section 12.7 of the Town Official Plan.

b) Improvements to the road system and road reconstruction shall be carried out in accordance with the standards adopted by Council pertaining to municipal roads, and Council will strongly consider the existing character of the neighbourhood when making road improvement decisions.

c) It is not intended that all road improvement proposals will be undertaken in the immediate future, but the Town shall, in conjunction with the Region where required, prepare a detailed staging plan for road improvements and establish an order of priorities for such improvements.

d) New roads shown on Schedule “SHP-4” are “conceptual” and their introduction or final location shall be determined through subsequent development applications.

e) In addition to the existing collector roads within the Plan Area (Bertie Street, Pettit Road and Spears Avenue) and the arterial regional road (Garrison Road) along the Plan’s southern boundary, the Town desires to establish a mid-block east-west neighbourhood collector road capable of providing a continuous internal traffic route through to either end of the Plan Area, without the need to access Garrison Road. Seymour Avenue represents the only possibility to achieve this goal and as such, the Town shall seek to provide for its extension in this role.

f) A small portion of Alliston Avenue between Acton Avenue and Bertie Street is shown as a conceptual road. Conditions of an existing and related draft approval require a Transportation Impact Study be completed. Scoping of the study parameters should include a functional analysis on whether construction of this short connecting road provides any significant benefit, or relief on Spears Road traffic volumes. Should the analysis demonstrate negligible or marginal improvement to the overall impact on Spears Road, the Town may choose to have the use remain Open Space, as shown being the underlying designation on the Schedules to this Plan.

g) The Town shall seek to provide cross connection to existing roads on the south side of Garrison Road wherever feasible and to reduce the instances of offset or misaligned intersections.

h) Garrison Road is under the jurisdiction of the Region of Niagara. New road intersections and driveways access and egress require Regional approval.

    a. The Region of Niagara has indicated that Kraft Road to the south of the Plan Area will be the preferred location for any future traffic signalization. Traffic signals will require a warrant prior to commitment for their installation.

i) Development occurring in the vicinity of the Kraft Road intersection shall have regard for design geometry to accommodate through traffic entering and exiting the Plan Area.

j) The Town, in consultation with the Region, shall make final determination on whether truncating access of Spears Road to Garrison Road would occur following any successful alternate alignment with Kraft Road being implemented. When requesting Traffic Impact Studies resulting from development applications, modeling will be requested that demonstrates impacts of closing Spears Road, to

assist in determining an ultimate preferred intersection arrangement in this vicinity of Garrison Road.

4.17.16.2. ACTIVE TRANSPORTATION

a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).

b) Components of active transportation include on-road cycling lanes, off-road paths/trails and a comprehensive sidewalk network within the Plan Area, access to all common and frequent destinations or points of interest, such as parks, schools, commercial, YMCA, Town Hall skate park, arena's and transit stops.

c) Schedule "SHP-4" illustrates components of the Active Transportation Network for the Spears-High Pointe Secondary Plan.

d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.

e) Applications for development will be required to demonstrate how plans integrate and provide for the necessary infrastructure to facilitate active transportation in relation to adjoining uses, and how it contributes to the overall network for active pedestrian movement illustrated on Schedule "SHP-4".

f) At a minimum, all new or reconstructed roads within the Plan Area shall provide for a sidewalk on at least one side of the roadway where financially feasible.

g) Any planning for public sidewalk construction will be subject of departmental review and confirmation.

h) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides. Council may consider single side locations in part or in whole following departmental review and recommendation.

i) Efforts to provide a primary and secondary network of sidewalks will be considered where increased frequency and use can be expected. This may include sidewalks in the vicinity of Garrison Road Public School, along collector roads, or linking to transit stops. Treatment to distinguish sidewalk hierarchy may be established to include increased surface width or promotion of increased or double row planting.

j) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

k) On-road bicycle lanes should be provided on collector roads within the Plan Area. Standard asphalt platform and lane widths may require review in conjunction with on-street parking restriction to facilitate a safe and functional on-road cycling network.

l) The Spears-High Pointe Secondary Plan contains natural environment features that may be suitable for accommodating pedestrian trail linkage. Opportunities to enhance the overall network through visual variety in a diversity of settings shall be encouraged. NPCA will be consulted when trails are proposed in regulated areas.

m) Any trails associated with or located in Open Space or Natural Features Areas shall not be lit, thereby assisting in nocturnal wildlife corridor function.

n) Determination of surface materials used on trail linkages will be determined on a site by site basis and in consultation with NPCA where applicable.

o) Wherever possible, the Town and Region will work cooperatively in establishing linkages to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation modes.

p) Active Transportation and Public Transit use are complimentary modes of transportation. Provision of adequate pedestrian linkage should be available to and on transit routes.

4.17.16.3. PUBLIC TRANSIT

a) The Spears High-Pointe Secondary Plan shall be considered for regular service scheduling. As the community development progresses, the transit routing shall be regularly reviewed and updated to accommodate and promote public transit ridership from within the neighbourhood.

b) The existing inter-regional transit hub situated at the northwest corner of Thompson and Garrison Roads (Walmart) shall continue to be promoted in conjunction with local transit initiatives in providing access to major urban centres within Niagara.

c) A transit route schematic is illustrated on Schedule “SHP-4”, along with potential transit stops. Applications for development shall have regard for long term transit service needs, which may include consideration of driveway locations in

proximity to potential stop locations. Actual location and infrastructure requirements for transit stops will be reviewed on an application by application basis. Developers may be required to provide or assist in providing infrastructure requirements to accommodate transit or future transit.

d) Long term transit planning shall have regard for locating potential transit stops using a typical 400m service area catchment model.

4.17.17. PARKING POLICIES

a) The hierarchy of roadways through their classification of either Arterial, collector or local, shall dictate whether on-street parking will be permitted.

b) When roads of are slated for reconstruction, consideration will be given to their intended classification within the Plan Area with respect parking provision.

c) All local roads should be providing allowance for parking on at least one side of the road. Consideration shall be given with respect to sightlines and other safety related matters and where appropriate on-street parking may be restricted.

d) Collector Roads will consider the provision of on-street cycling lanes as the primary use of curbside asphalt space, thereby restricting or prohibiting onstreet parking. In the event that a collector road is not identified for on-street cycling lanes, consideration may be given to provision of on-street parking on at least one side and subject to available platform width, both sides. Restrictions may be imposed given the higher volumes of traffic anticipated for a collector road and through the presence of transit service and transit stops, if applicable.

e) Provision of on-site parking for intensified residential, commercial and mixed use along Garrison Road will be required.

f) The Town may consider reduced parking requirements for mixed use development through site specific By-law Amendment when a parking study can demonstrate offsetting need for spaces during periods of use.

4.17.18. CULTURAL HERITAGE POLICIES

a) The Spears-High Pointe Secondary Plan Area contains two identifiable potential cultural heritage sites for consideration by the Municipal Heritage Standing Committee. The location of the sites are identified on Schedule “SHP-2” and are referred to as:

   a. Garrison Road Public School

b. Plato Loyalist Cemetery

b) The Brigadier General Cruickshank residence is designated under Part 5 of the Ontario Heritage Act. Given the heritage designation of this site, no additional residential development is envisioned for this property.

4.17.19. MUNICIPAL SERVICES POLICIES

a) Municipal servicing shall be consistent with the policies of Section 12 of the Town's Official Plan.

b) Municipal services such as sewers, water, stormwater and public/private utilities will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Spears-High Pointe Neighbourhood.

c) Major sanitary works have recently been completed along Garrison Road that will facilitate sanitary servicing of the entire Spears-High Pointe Secondary Plan Area. All of the currently approved and future developments will be required to provide servicing plans that are consistent with the 2002 Town of Fort Erie Master Servicing Study and its April 2009 compendium Technical Memorandum Update prepared by Phillips Engineering Ltd.

d) All new development shall require approval of a storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events.

e) Locations for stormwater management facilities are illustrated on Schedules SHP-2 and SHP-3 and are considered approximate until such time that detailed engineering has confirmed location and size required for benefitting catchment areas within the Secondary Plan Area.

f) Existing municipal water supply is available to service the Plan Area. All phasing or staging of development shall be encouraged to loop watermains wherever opportunity exists to do so

g) Spears-High Pointe contains many smaller properties that could be considered for in-filling, consents or consolidations. Property owners and developers are encouraged to work cooperatively in establishing servicing plans that optimize potential for additional development through such means.

h) The Town may consider front-ending agreements when all other financing means have been demonstrated and exhausted.

i) All new development within the Secondary Plan Area shall be developed with full municipal services.

j) The Town shall expect up gradient property ownership to make financial contributions to the persons or entities having made the initial investment in infrastructure for proportionate SWM Pond volume and any incremental oversizing requirements with respect to sanitary and storm sewers. Such contributions may require execution of a separate agreement at an appropriate time following any successful applications for new development and prior to execution of required agreements with the Town of Fort Erie.

4.17.20. **UTILITIES**

a) Canadian Niagara Power has identified a possible need for a future distribution sub-station in proximity to, or within the Plan Area. Service area and network planning is largely dependent on demand. An optimal location for the substation will be determined at the earliest possible time to support the growth in the larger vicinity.

b) Canadian Niagara Power shall work cooperatively with the Town and regulatory authorities in determining suitable locations that are compatible with existing and planned development, in effort to reduce or eliminate potential conflicts,

c) Use of appropriate aesthetic treatments by all public and private utilities will be examined relative to site location and adjacent area land use. Efforts to minimize visual impacts on sensitive adjacent land uses will be required and may include landscape planting/screening, architectural treatments or combination thereof. Aesthetic mitigation requirements will be determined in consultation with the Town and on a site specific basis.

d) Safety standards and separation requirements shall be strictly enforced when located close to residential development.

4.17.21. **NEIGHBOURHOOD GATEWAYS**

a) The Spears-High Pointe neighbourhood represents (in Part) the western gateway into Fort Erie’s Main Urban Area. The municipal offices and existing sign act as an effective major gateway feature into this urban area. Consideration on establishing minor gateway features at the various neighbourhood entry points

may be given in effort to identify and distinguish the neighbourhood from its southern neighbours (Crescent Park and Kraft neighbourhoods).

b) Efforts to achieve minor gateways can be accomplished through such measures as minor architectural features at road intersections, landscaped treatments, decorative fencing, alone or in combination with one another.

c) Identifiable minor gateway locations the Town has given consideration to are identified on Schedule SHP-4 and are described as being located at:

    a. Garrison Road bordering the major commercial development and the high density designation;

    b. Pettit Road at the northern most point of the Plan Area.

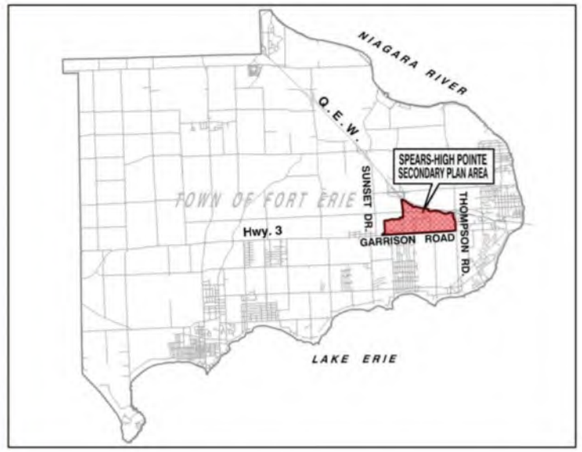
d) Development occurring at these identified locations shall be encouraged to incorporate minor gateway features, in consultation with the Town, as part of the development proposals. Other areas may be considered during the development consultation and application stages.

e) Should minor gateway features be considered for locations on or immediately adjacent to Garrison Road, the Town and/or developer shall consult with the Region in determining interest or requirements.

4.17.22. INTERPETATION OF THE PLAN

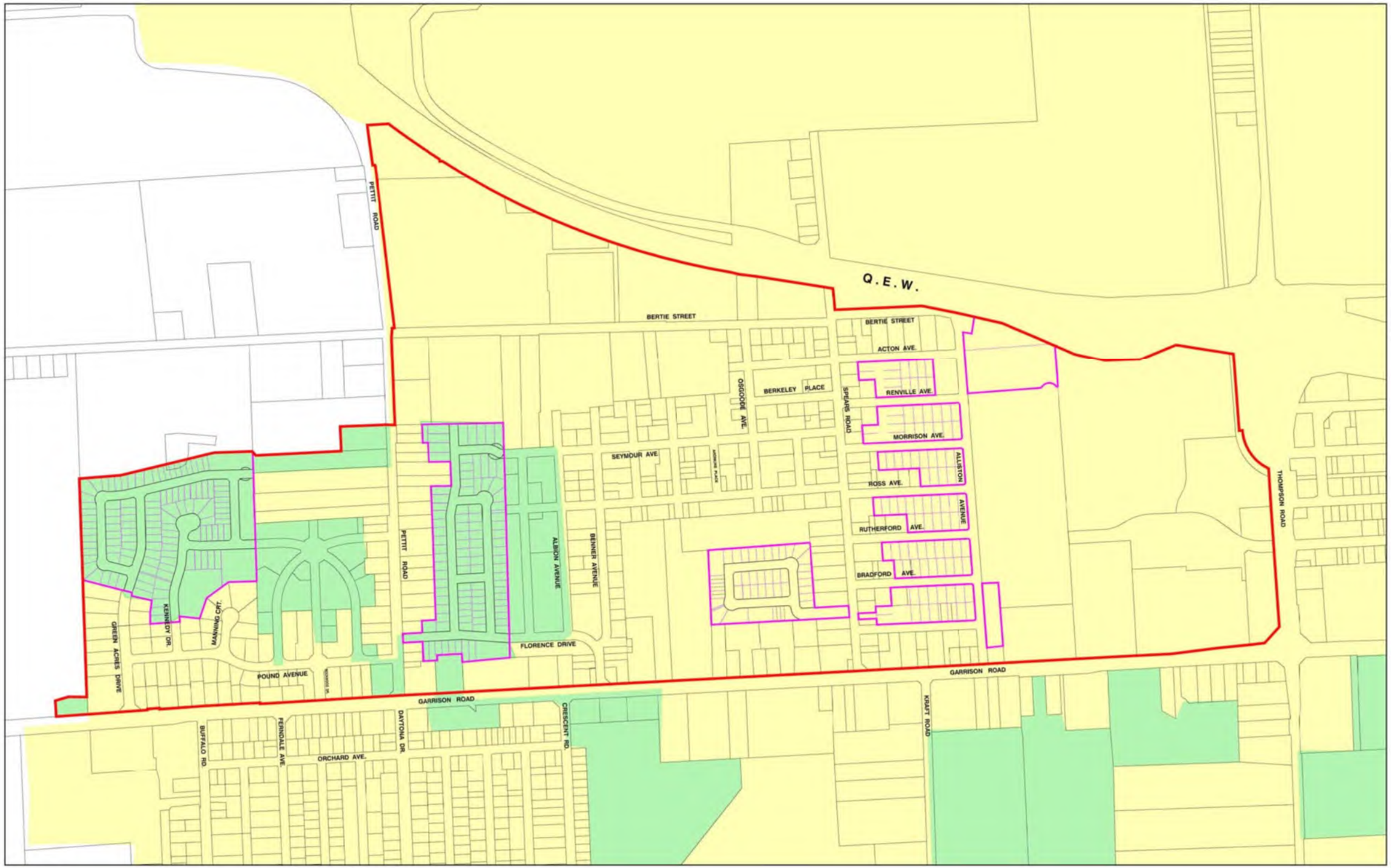
The Spears-High Pointe Secondary Plan (Official Plan Amendment No.8) consists of Sections 4.17.1 through 4.17.21, and Schedules “SHP-1”, “SHP-2”, “SHP-3” and “SHP-4”. The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

(Section 4.17 was introduced by By-law 2012-131, OPA #8)



SPEARS-HIGH POINTE SECONDARY PLAN

BUILT BOUNDARY (Places to Grow)



LEGEND

- SECONDARY PLAN BOUNDARY
- "BUILT-UP AREA" (PLACES TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE)
- "GREENFIELD" (PLACES TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE)
- ACTIVE DRAFT APPROVED PLANS OF SUBDIVISION

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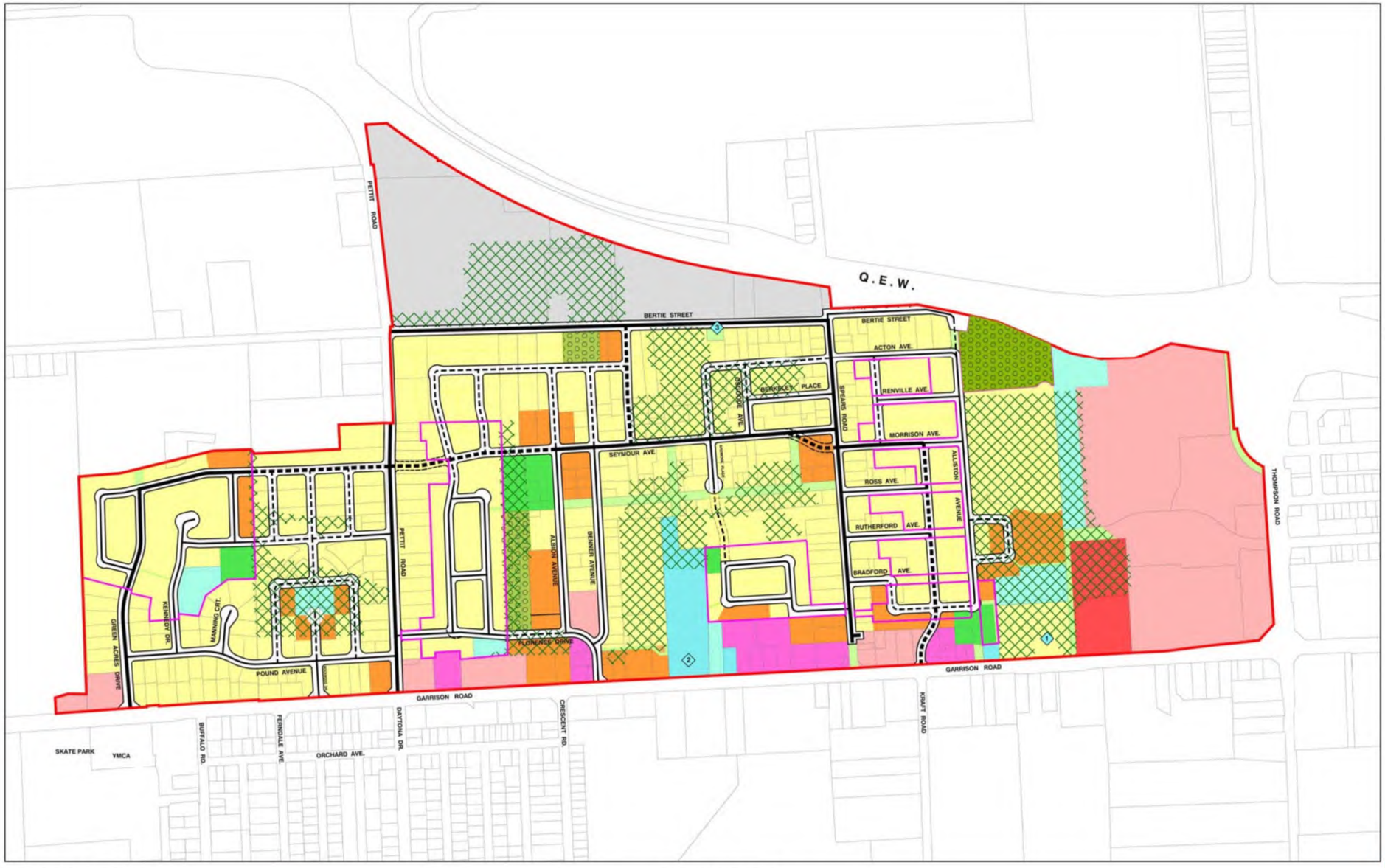
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SHP-1
TO OFFICIAL PLAN
AMENDMENT 8

DECEMBER 10, 2012



SPEARS-HIGH POINTE SECONDARY PLAN

LAND USE PLAN



LAND USE LEGEND

- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- CORE MIXED USE
- COMMERCIAL
- INSTITUTIONAL
- EMPLOYMENT
- OPEN SPACE (NEIGHBOURHOOD PARK)
- OPEN SPACE (GENERAL)
- OPEN SPACE (SWM)
- OPEN SPACE (NATURAL AREA)
- ENVIRONMENTAL CONSERVATION AREA (Overlay) (See Schedule SHP-3)
- TRAVELLED ROADS - EXISTING OR APPROVED
- CONCEPTUAL ROADS

HERITAGE RESOURCES

1. PROVINCIALLY DESIGNATED - GENERAL CRUIKSHANK HOMESTEAD
2. POTENTIAL HERITAGE SITE - GARRISON ROAD PUBLIC SCHOOL
3. POTENTIAL HERITAGE SITE - PLATO LOYALIST CEMETERY

OTHER

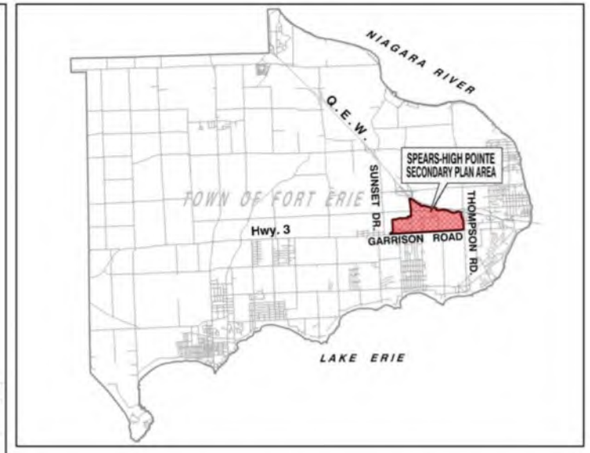
- DRAFT APPROVED PLANS OF SUBDIVISION
- TOTAL SECONDARY PLAN AREA

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THIS IS SCHEDULE
SHP-2
TO OFFICIAL PLAN
AMENDMENT 8

DECEMBER 10, 2012





SPEARS-HIGH POINTE SECONDARY PLAN

OPEN SPACE & NATURAL HERITAGE PLAN

LEGEND

- OPEN SPACE (NATURAL AREA)
- ENVIRONMENTAL CONSERVATION AREA (Overlay)
- ENVIRONMENTAL CONSERVATION (LSW)
- 30m LSW BUFFER LIMIT (from LSW Feature)
- REMNANT LSW BUFFER (not owner occupied/maintained)
- OPEN SPACE (SWM)
- OPEN SPACE (GENERAL)
- OPEN SPACE (NEIGHBOURHOOD PARK)
- TYPICAL NEIGHBOURHOOD PARK SERVICE AREA (600m)
- POTENTIAL TRAILWAY - Pedestrian Linkage
- POTENTIAL TRAILWAY - Enhanced Boulevard
- CONCEPTUAL CORRIDOR LINKAGE
- TOTAL SECONDARY PLAN AREA
- DRAFT APPROVED PLANS OF SUBDIVISION

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THIS IS SCHEDULE
SHP-3
TO OFFICIAL PLAN
AMENDMENT 8

DECEMBER 10, 2012



SPEARS-HIGH POINTE SECONDARY PLAN

TRANSPORTATION SYSTEMS PLAN



LAND USE LEGEND

- OPEN SPACE (NEIGHBOURHOOD PARK)
- OPEN SPACE (GENERAL)
- OPEN SPACE (NATURAL AREA)
- OPEN SPACE (SWM)

ROAD CLASSIFICATIONS

- COLLECTOR ROADS - EXISTING
- LOCAL ROADS - EXISTING
- COLLECTOR ROADS - APPROVED
- LOCAL ROADS - APPROVED
- COLLECTOR ROADS - CONCEPTUAL
- LOCAL ROADS - CONCEPTUAL

ACTIVE RECREATIONAL FEATURES

- POI - Point of Interest (common pedestrian destination)
- POTENTIAL TRAILWAY - Pedestrian Linkage
- POTENTIAL TRAILWAY - Enhanced Boulevard
- POTENTIAL BIKE LANE

TRANSIT AND TRANSPORTATION

- POTENTIAL TRANSIT ROUTE
- POTENTIAL TRANSIT STOP
- EXISTING TRAFFIC SIGNAL LOCATION
- POTENTIAL TRAFFIC SIGNAL LOCATION

SERVICE AREA CATCHMENT

- TYPICAL TRANSIT STOP SERVICE AREA (400m)

OTHER

- TOTAL SECONDARY PLAN AREA
- G MINOR GATEWAY FEATURES

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Our Focus: Your Future

THIS IS SCHEDULE

SHP-4

TO OFFICIAL PLAN AMENDMENT 8

DECEMBER 10, 2012

4.18. RIDGEWAY-THUNDER BAY SECONDARY PLAN

4.18.1. PURPOSE

The purpose of the Ridgeway Thunder Bay Secondary Plan is to provide a framework for a cohesive, complete community, providing opportunities for new development in and around the existing neighbourhoods while remaining conscious and sensitive to the established community as a whole. The framework is intended to provide clear direction in achieving subsequent goals and objectives.

The Secondary Plan consists of a land use plan and related policies to guide development and other forms of renewal to ensure it is in keeping with the Town's vision for this neighbourhood. The Plan will provide and serve as the guide for planning activity for a planning period projected over the next 20 years and will be subject to amendments from time to time, as well as being included the Town's 5 year review of its Official Plan.

4.18.2. VISION

The Secondary Plan is the result of comprehensive consultation. On initiation of strategic planning exercises fostered by the Town's Neighbourhood Plan Program, agency and public engagement was conducted in the early phases of the Neighbourhood Plan's background research. The exercises included municipal and community Focus Group SWOC (Strengths, Weakness, Opportunities & Constraints) sessions, which generated the following Neighbourhood Plan Vision:

"Our vision for Ridgeway and Thunder Bay is a community steeped in the old and where its village character is maintained while meeting the needs of all neighbourhood residents. In 20 years, Ridgeway/Thunder Bay is the best little town in Niagara, a great place to live life, work, play and visit".

The vision was derived and identified by participants, receiving Council endorsement in June 2009 by way of the Neighbourhood Plan approval, and has remained relevant in the preparation of this Secondary Plan.

4.18.3. GOALS

The goal of this Plan is to build off the vision established, treating it as our benchmark, and to implement a policy framework that strives to achieve the complete community concept. These goals can be met by providing for a variety of residential densities, form and heights, commercial, mixed use and open spaces, while also protecting significant natural environments and introducing enhanced commercial permitted uses to expand the potential for employment type uses and opportunities.

A complete community meets the diverse needs of its many residents and visitors including homeowners, businesspersons, shoppers, and tourists. The Plan shall seek to establish areas and opportunities for intensification in key locations within the neighbourhood, remaining sensitive to the needs of all neighbourhood residents, businesses and citizens of this Town. Furthermore, it will provide guidance/criteria for further residential intensification.

4.18.4. **OBJECTIVES**

The main objectives of the Ridgeway-Thunder Bay Secondary Plan are to:

a) Encourage new development and re-development that respects the unique history of the neighbourhood and is compatible with the existing built environment. Compatibility does not mean the same as.

b) Encourage development that supports long term sustainability and provides livable, renewable environments for its residents and businesses.

c) Support the commercial areas of the neighbourhood that provide the surrounding residential population with a variety of goods and services, as well as providing for the needs of tourists traveling through and to our community.

d) Provide for a variety of housing alternatives at key locations throughout the neighbourhood with particular focus on intensification and provision for a full range of housing types in and around the downtown core area, along our primary transportation corridors and in locations that are well suited and served by our natural and open spaces areas, connected with pedestrian/trail networks and in proximity of recreational opportunities.

e) New housing development and re-development will be integrated with existing built up areas, open spaces and natural heritage features. Previously approved subdivision plans will be acknowledged within the neighbourhood planning context and developers of these plans shall be encouraged to work with the municipality in achieving the objectives of this Plan.

f) Support retention of all waterfront property currently in public ownership, and application of existing policy to provide for the expansion of public ownership and use of waterfront lands in our community.

g) Provide opportunities to embrace and enhance “active transportation” infrastructure through maintaining, creating and extending recreational trail and pedestrian networks that connect the community and give residents a healthy alternative in their transportation choices.

h) Make the neighbourhood a friendly, walkable community that promotes pedestrian movement and active transportation. Place emphasis on community safety for all ages by providing sidewalks, bike lanes, speed and stop control on our shared roadways.

i) Provide policy that recognizes and protects the interest and unique historical setting of the downtown core without limiting the ability of more contemporary commercial operations from establishing in other commercial areas of the neighbourhood.

j) Establish Community Improvement funding programs that supports the BIA commercial and mixed use district efforts to enhance building stock within its boundaries.

k) Encourage remedial efforts for brownfields within the community in order to bring renewal and a positive, healthy change for these locations.

l) Provide a full range of housing choices that are coordinated with land use designations and densities that provide for suitable transition and gradation.

m) Encourage development forms which are compact, to utilize urban land and services efficiently.

n) Encourage land assembly that would result in more efficient and effective design.

o) Promote conservation of natural areas together with sensitive development.

p) Protect significant natural features such as Provincially Significant Wetlands (Mann Farm) with appropriate environmental protection designation, ensuring their ecological functions, benefits and contributions will be shared for future generations.

q) Provide transit supportive design and density that will encourage and maximize ridership by making it convenient to access transit services.

r) Promote an appropriate employment designation for lands within the Neighbourhood, in effort to foster light industrial/commercial activity in a small business park setting.

s) Promote meaningful conservation of the neighbourhood built heritage features while ensuring standards for health and safety are not compromised and that in doing so, potential for renewal and redevelopment are not precluded.

t) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses and institutions of this area. Promote housing development that will provide opportunities to meet with demographic and socio-economic needs of the Town. A full spectrum of built form and tenure is encouraged if “age-in-place” practice is to be realized.

4.18.5. RESIDENTIAL – GENERAL

a) Section 4.7 of the Town’s Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein.

b) Schedule “RTB-2” designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections shall apply accordingly.

c) The Plan provides for initial areas of Low and Medium density residential that promotes age-in-place opportunities, meets provincial intensification targets, supports the Downtown village environment and walkable communities. Other locations for increased densities will only be considered by demonstration of land use compatibility and compliance with the criteria provided for under Sections 13.10.2 and 4.18.7d).

d) The Secondary Plan anticipates an additional 975 dwelling units with the projected increase in new residential population of approximately 2400 persons in the neighbourhood over the long term. Current population at the end of 2012 is estimated to be 4500 persons.

e) An appropriate level of affordable housing and senior citizen’s housing shall be considered by the Town when reviewing development applications proposed within the Plan Area, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated and isolated in order to provide a more cohesive and inclusive neighbourhood. In doing so, the opportunities for age-in-place are also supported and extended to a broader socio-economic base.

f) The Town will consult developers regarding intensifying their existing draft approved plans of subdivision, provided the locations are suitable for increase and consistent with locational criteria defined under Section 4.18.7d).

g) Only through development activity where an EIS has been required will actual development potential be confirmed. Recognition that impacts may affect

ultimate unit yield shall be afforded to this Plan and the stated projections may change accordingly.

h) Neighbourhood commercial uses may be considered in residential neighbourhoods provided they are in keeping with Section 4.7.4.2 of the Town's Official Plan.

4.18.6. LOW DENSITY RESIDENTIAL

a) The lands designated on Schedule "RTB-2" as "Low Density Residential" shall be reserved for single detached, semi-detached and duplex dwellings and uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall target of not more than 80% Low Density residential yield shall be anticipated within the Plan Area. In effort to achieve this target, lower density dwellings should comprise not more than 60% of all new development. A Low Density range of up to 25 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify lower density housing stock.

c) Schedule "RTB-2" provides for approximately 565 additional low density units, bringing the projected total for Low Density units to approximately 2430 over the long term. The yield reflects the existing lot fabric and anticipates retention of some larger existing residential lots. New or redeveloping lower density development can be expected to comprise smaller lot area and dimension. This will also make efficient use of infrastructure while broadening choice and affordability in the low density form over the course of the planning period.

d) Areas of Low Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.18.12.3 of this Plan. Development, redevelopment or expansion to existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

4.18.7. MEDIUM DENSITY RESIDENTIAL

a) The lands designated on the Schedule "RTB-2" as "Medium Density Residential" shall be reserved for multiple-unit structures (townhomes and apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall minimum target of 20% Medium Density residential unit yield shall be anticipated within the Neighbourhood. In effort to achieve this target, medium density dwellings should comprise a minimum of 40% of all new development. A

Medium Density range of 25 to 75 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

c) Schedule “RTB-2” provides for approximately 410 new Medium Density units, bringing the total for projected Medium Density units to approximately 610 over the long term.

d) Medium Density development is identified on Schedule RTB-2. Additional areas will also be considered by zoning by-law amendment for areas meeting one or more criteria as outlined below:

1. within walking distance to the Downtown Core Mixed Use;
2. within walking distance to the Gorham Commercial Gateway;
3. preferably along arterial and collector roads within the Plan Area;
4. in close proximity to amenity spaces such as Parks, Open Space/Trails or Natural Feature Areas.

e) The Town shall encourage and may request medium density be included in proposals where, in the opinion of the Town, medium density is appropriate and meets with the identified locations defined in paragraph d) herein.

f) Developers with existing draft approved plans of subdivision within the Plan Area will be encouraged to consider modifying their plans to incorporate medium density that is in keeping with the locational criteria described in paragraph d) herein.

g) It is anticipated that the majority of the Medium Density unit yield will be in the form of ground-based dwellings such as street or block townhouse development. Low-rise apartment dwellings will generally be restricted to 4 storeys in height. Medium Density apartment building height beyond 4 storeys will only be allowed by Zoning By-law Amendment with required supporting studies such as a visual impact assessment or shadow study, where in the opinion of the Town such impacts may be realized, demonstration of compatibility and consideration of built heritage for areas adjacent to the downtown Core Mixed Use area.

h) Areas of Medium Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.18.12.3 of this Plan. Development, redevelopment or expansion to existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

i) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

4.18.8. CORE MIXED-USE

a) The lands designated as “Core Mixed-Use” on Schedule “RTB-2” shall be reserved for a variety of retail and office uses, as well as residential uses. The Core Mixed Use areas are shown on Schedule “RTB-2” and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.

b) Section 4.8.1.III provides that Core Mixed Use areas will be identified through the Neighbourhood Planning Process.

c) The Town recognizes the unique cultural and historical significance of the Downtown Ridgeway Commercial Core Area as being fundamentally and characteristically different than other commercial designations within the Plan Area. As a result a Core Mixed Use designation better reflects the current composition of uses and long term vision identified for this area.

d) Existing stand-alone dwellings shall be permitted to remain while new residential stand-alone dwellings will not be permitted, with limited exceptions, such as replacement due to fire.

e) The Downtown Core Mixed Use designation represents the traditional commercial core area and its associated residential components. Buildings existing in the core area are generally characterized as having been one of two distinct built forms. Firstly, “purpose built” commercial or institutional uses of earlier years in the core area’s growth and secondly, residential buildings that have been modified or adapted with commercial frontage as the commercial need grew into the residential areas of Ridge Road North, both north and south of the rail station (now the Village Square). The Town recognizes this village setting as being of fundamental value to the residents and business owners in the community. Efforts to retain and enhance this village setting are of primary interest to all stakeholders.

   Until such time that Urban Design Guidelines are approved, and in recognition that extensive streetscaping has been completed in the core area, the following site design and urban principles / guidelines should be acknowledged in submission and review for new development applications within the Downtown Core Area Mixed Use designation:

   <u>Ridgeway Downtown Core Mixed Use</u>

   i. The Downtown Core Mixed Use designation represents the traditional commercial core area and its associated residential

components. Buildings existing in the core area are generally characterized as having been one of two distinct built forms. Firstly, “purpose built” commercial or institutional uses of earlier years in the core area’s growth and secondly, residential buildings that have been modified or adapted with commercial frontage as the commercial need grew into the residential areas of Ridge Road North, both north and south of the rail station (now the Village Square). In either instance the building massing has been brought forward to the streetline and any new development along the Ridge Road North frontage shall be designed and situated to respect the existing streetline setbacks.

ii. New development or re-development in the mixed use designation shall be encouraged to retain or improve (bring forward to the street) building setbacks in effort to maintain or frame the existing streetscape. In some instances minor setbacks are acceptable where adjacent buildings are presently withdrawn from streetline. However, new buildings should attempt to transition through an average setback of adjacent buildings.

iii. New buildings purpose built for restaurant or tavern use may be allowed to setback for the purposes of creating patio space as part of their planned operations. Regardless, setbacks of more than 6m are discouraged to limit a punctured appearance of the street wall.

iv. New or re-developed buildings within the Core Mixed Use designation should maintain an appropriate pedestrian scale within a village context and therefore buildings will provide a minimum of 2 storeys and a maximum of 3 storeys with “at-grade” retail/commercial floor space only for the main level. At least one upper level shall provide for residential dwellings. Office uses can comprise a second floor of a 3 storey building.

v. Building materials selected for new or redeveloping sites should be of high quality and provide some elements that can be related to other existing built form or heritage architecture from within the village area. Such efforts are not requiring complete replication of period architectural designs, but do respect and honour the traditional elements found in some of the older building stock. Examples would include:

    1. Use of cornice elements and sign banding that is consistent with adjacent buildings.

2. Use of cornice elements and/or bracketing defining the roof line
3. Consistent upper level window rhythm that is balanced with adjacent buildings and respecting the commercial street window treatments.
4. At-grade retailers are encouraged to provide ample glazing size and surface, offering good transparency at street level.
5. Doorways should be clearly defined and easily accessible
6. Appropriate signage should be provided on sign bands only and where permitted by by-law, use of limited sized projecting signage and awnings may be a consideration.

vi. The guidelines are not meant to constrain new development to "replicate" or "look" old, but rather the guidelines encourage elements be included that "respect" old, so as to not offend the character of the current village. The village feel and character should be the first measure of design when new proposals are received and reviewed for permit or variance.

vii. Buildings located on street corners are encouraged to present exposed facades that are of high quality in materials and detail. Architectural detailing of same quality should be applied to both street frontages. Depending on internal layout and structural ability, windows are encouraged for all levels exposed to the public realm. Rhythm of window openings on upper levels should be a consideration in conjunction with efforts to maximize glazing at street level.

viii. Architectural detailing of the same quality should be applied to both street frontages of a corner unit.

ix. The Village Square in the role of civic centrepiece shall be supported through careful consideration of adjacent buildings. New development or re-development on properties adjacent or opposing the Village Square and seasonal Farmer's Market will be required to address these civic spaces as though corner lot conditions exist.

x. New or re-development of properties adjacent to the Village Square and Farmer's Market will be encouraged to provide additional pedestrian access out and onto these civic amenity spaces, leveraging the public realm to benefit and stimulate social interactions and commercial activity. Access to upper level office

space can also be focused onto the Village Square, while residential access should remain on the Ridge Road North street frontage, with secondary side or rear locations.

xi. Ownership of the existing buildings within the Core Mixed Use designation are encouraged to maintain and enhance architectural attributes of buildings particularly those which reflect heritage components or elements that add to the authenticity of the village experience.

xii. When considering site design for new or re-developing properties in the Core Mixed Use designation, residential parking in the rear or side yard in preferred and shall conform to municipal By-law requirements.

xiii. Properties and buildings not located directly on Ridge Road North within the Core Mixed Use designation are encouraged to maintain high quality appearance and curb appeal to assist in shouldering the mixed use core and to extend the ambiance of the village setting.

f) Bed and Breakfast establishments, as a Home Occupation, shall be permitted in existing detached residential dwellings within the Core Mixed Use designation, provided applicable zoning provisions can be met, including provision of adequate on-site parking and licensing.

g) New development and redevelopment proposed on lands designated Core Mixed Use will be encouraged to locate close to the street frontage.

h) New development in the Core Mixed Use designation shall provide at grade commercial uses only, and include a residential component on upper levels. Owners of existing buildings with suitable upper levels that can be converted for residential use shall be encouraged to do so, subject to applicable zoning provisions for such residential use (e.g. – parking).

i) The Town shall implement the appropriate zoning to reflect the Core Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions.

j) The Town shall seek to implement and administer funding programs to assist eligible properties within the RBIA, with programs such as Facade Improvement, Signage Improvement and potentially Interior Renovation for Conversation to provide for upper level residential.

k) Any existing buildings subject of conversion or addition for the purpose of mixed use shall require Site Plan Control and be subject to inspections to ensure Ontario Building Code standards have been met.

l) The maximum height for buildings within the Core Mixed Use designations shall be 3 storeys (12m)

m) Drive-thru facilities associated with restaurants, banks or any other type of commercial dispensary shall be prohibited within the Core Mixed Use designation.

n) Residential associated with Core Mixed Use shall not be subject to minimum or maximum density range. Residential components will, however, be subject to minimum standards for dwelling unit sizes and any other applicable zoning requirements identified in the implementing zoning by-law, including being within a mixed use building that has a maximum 3 storey (12m) height maximum.

o) Commercial floor space within the Core Mixed Use designation remains exempt from parking requirements; however residential components shall be subject to the general provisions of the Town's Comprehensive Zoning By-law as amended from time to time.

p) Residential units will be located on upper floors, reserving at-grade floor space for commercial use with limited exceptions such as retirement homes and existing stand-alone residential.

q) The Town supports cultural festival activities within the Core Area as a means of stimulating commercial activity and continued vitality of this unique downtown environment. Artistic contributions may be suitable for consideration in the downtown area such as public art display or sculpture. Wall murals may be considered where appropriate that reflect cultural heritage of the village. The Town shall consult the RBIA with respect to having the RBIA develop a plan that supports public art exhibition and the associated administration of any such a program. Any introduction of wall murals shall not be used for commercial advertising.

r) New automotive related uses are not permitted in Core Mixed Use areas.

s) New at-grade commercial shall provide for full accessibility and barrier free design.

4.18.9. COMMERCIAL

a) The lands designated as “Commercial” on Schedule “RTB-2” shall be reserved for a variety of “General Commercial” retail and office uses. The Town recognizes the existing commercial concentration at the intersection of Gorham Road and Dominion Road *(referred to as the “Gorham Commercial Gateway” herein).* This commercial district presents a more traditional highway commercial environment, which is separate and distinct from that of the Core Mixed Use designation of Downtown Ridgeway.

b) There are additional, smaller areas of commercially designated lands within the Plan Area and together, all “Commercial” designations will be generally subject to the policies of Section 4.9.2 of this Plan.

4.18.9.1. GORHAM COMMERCIAL GATEWAY

a) The development of more contemporary auto-friendly commercial site design and operation are directed to locate within the Gorham Commercial Gateway. The Gorham Commercial Gateway is situated at the intersection of the only two Regional Roads within the Plan Area. This location provides opportunities to serve both residents of the neighbourhood as well as commuter and seasonal residents of Ridgeway-Thunder Bay and the Crystal Beach neighbourhoods.

b) Stand-alone commercial buildings, multi-unit and clustered commercial buildings are permitted within the Gorham Commercial Gateway and will be subject to urban design guidelines and on-site parking requirements, consistent with the general provisions of the Town’s comprehensive zoning by-law. Site specific zoning may be utilized where conflicts between existing zoning regulations differ from that of approved urban design guidelines, such as, but not limited to, setbacks and landscape buffering requirements. No less than 15% of the lot area shall be comprised of landscaped open space including planting strips with a focus on providing landscaped areas and enhanced treatment along the street frontage.

c) Commercial operations that utilize drive-thru facilities as part of their operations would be permitted within the Gorham Commercial Gateway provided the design of such facilities does not impact on functional driveway and roadway operation. Site Plan Control shall ensure adequate maneuverability, stacking provision and placement does not create conflicts or interfere with site ingress and egress.

d) Drive-thru operations shall be required to address such matters as visual and aesthetic impact on adjacent properties through site plan submission of building

elevation drawing in conjunction with landscaping plan detail and matching elevations.

e) The potential for permitting uses that go beyond those typical of General Commercial may be appropriate for select areas within the Gorham Commercial Gateway. Any such uses must be included within a site specific zoning amendment. The intention of broadening the permitted uses is to offset the lack of designated employment lands within the Plan Area, to provide reasonable opportunities for very light, innocuous and compatible industrial/commercial type uses to locate and operate within the neighbourhood.

f) The location identified for expanded uses is identified on Schedule RTB-2 and is described as being lands on the west side of Gorham Road, setback from the road allowance. The implementing zoning by-law shall be used to define a minimum setback from public roads and residential zones for buildings and associated parking that serve the expanded uses. Generally, buildings should be designed using a 30m minimum setback from a residential zone and 50m minimum from Gorham Road.

g) The additional uses permitted would need to be classified as small scale in nature, with operations occurring in fully enclosed buildings or building units. Outside storage would not be permitted. Without limiting the generality of the types of additional uses, examples might include custom woodworking and cabinetry, commercial bakery, small courier or delivery depot and printing establishments.

h) In areas of Commercial designation subject to the expanded use permissions, the Town may consider limited individual unit floor space maximums in effort to ensure small scale operations and provide for a range of users to locate within this designation.

i) As the roads servicing the Gorham Commercial Gateway are under regional jurisdiction, the Region of Niagara shall be consulted in the preparation of Urban Design Guidelines with respect to their road allowances.

j) Until such time that Urban Design Guidelines are approved, the following site design principles / guidelines should be acknowledged in submission and review for new development applications within the Gorham Commercial Gateway:

For Commercial located close to the roadways:

i. Recognizing that considerable commuter and tourist vehicular traffic will continue to exist as a component of the overall consumer base, efforts to balance the need for access and parking with those of purely active transportation in origin must be given careful consideration;
ii. Provide opportunities for buildings to extend towards the street frontage with provision of clearly identifiable pedestrian linkage and access to the site and buildings;
iii. High quality building materials should be used for all facades with material, colour change and surface relief employed to visually break up large wall space.
iv. Ample glazing should address the road and parking areas with articulating features such as awnings and bump-outs used to identify building or unit access points
v. A variety of compatible colour and finishes should be considered for multi-unit commercial buildings;
vi. Parking areas are encouraged to be located at the side and towards the rear of new commercial development, so as to not diminish pedestrian accessibility from the roadway;
vii. Loading areas should be located at the rear of buildings;
viii. Inter-site connectivity through mutual easements and agreements for vehicular and pedestrian traffic is encouraged to limit the amount of vehicular access points required from the roadway;
ix. Incorporating site furniture such as benches and bicycle racks should be provided;
x. An enhanced landscaping treatment along street frontages and pedestrian routes is required. Other treatments such as low, decorative fencing in combination with landscape plantings may be used to demarcate outdoor patios, but are discouraged for property demarcation;
xi. A minimum of 15% landscaped open space for the properties in the Gorham Commercial Centre is required and should focus and direct landscaping towards the street frontage;
xii. Pylon and pole signage should be contextually sensitive. Multi-unit commercial tenants are encouraged to utilize clustering on a single shared pylon or pole sign.
xiii. Drive-thru operations should be designed to address such matters as visual and aesthetic impact on adjacent properties and public road allowances.

For Commercial uses located away from the public roadways (those with expanded permitted uses):

xiv. Building materials and facades visually accessible from the public roadway should remain of high quality;
xv. Foundation landscaping treatments shall be encouraged where visually accessible from the public roadway
xvi. Units with roll-up bay doors should be designed so as to not be visible from the roadway and loading should remain in rear areas;
xvii. Businesses with delivery or fleet vehicles should use rear area parking, reserving customer parking in front buildings or units;

4.18.10. INSTITUTIONAL

The lands designated on Schedule "RTB-2" as "Institutional" shall recognize the existing institutional uses within the Secondary Plan Area and shall be reserved for a variety of public and institutional uses generally being governed by the Institutional policies of Section 4.12.

4.18.11. OPEN SPACE

a) The lands designated as "Open Space" on Schedule "RTB-2" shall be reserved for a variety of active and passive recreational use and other open space uses including storm water management. The policies of Section 4.13 shall generally apply to lands designated as Open Space.

Lands identified under an "Open Space" designation within the Ridgeway-Thunder Bay Secondary Plan Area are further defined as provided below.

4.18.11.1. OPEN SPACE – PARKS (COMMUNITY, NEIGHBOURHOOD AND SPECIALIZED)

b) The Town of Fort Erie's Parks and Open Space Master Plan shall serve to generally guide the appropriate location and effective service area distribution for parks within the Secondary Plan Area. Applications for development shall have regard to the Master Plan and preferred park locations in their design plans.

c) Parks are shown on most Schedules of this Plan. It shall remain the intention of the Town to pursue acquisition of adequate Parkland through dedication or other means afforded to the municipality through cash-in-lieu opportunities.

d) Town owned parks fall within three classifications as stated in the Parks and Open Space Master Plan. The following policies are intended to identify objectives of the Town as it relates to:

Community Parks

i. Crystal Ridge Park located in the northeast corner of the Crystal Beach Neighbourhood has traditionally performed the role of Community Park and Neighbourhood Park for both adjacent neighbourhoods and shall continue in this capacity with no new Community Park planned within the Ridgeway-Thunder Bay Secondary Plan Area.

Neighbourhood Parks

ii. The Town shall pursue new neighbourhood parkland through dedication from current development activity occurring in the vicinity of Thunder Bay Road / Maple Leaf Avenue (Ridgeway-by-the-Lake and Ridgeway Shores Development areas) to service the south central area of the Secondary Plan

iii. Additionally, neighbourhood parkland has also been identified on the schedules of this Plan, located north of the Bertie Public School in the northern portion of Ridgeway. Dedication will be pursued as the preferred method of acquisition resulting from any development applications by area owners with additional lands acquired where necessary from cash-in-lieu contributions.

iv. Neighbourhood Parks are an important component of the overall Open Space network within the Secondary Plan. Neighbourhood Parks are considered points of interest or walkable, bikeable destinations for residents within the Plan Area and therefore, should be given priority in terms of connection to the overall network. Wherever possible, the provision of active transportation infrastructure to support pedestrian access to Ridgeway Lions Park, Bill Connolly Field and future neighbourhood parks shall be considered and addressed through new development applications, capital projects and capital replacement budgeting.

Specialized Parks

v. Ridgeway-Thunder Bay provides several Specialized Parks within and straddling it boundaries. More specifically, Shagbark Nature Area, Maple Leaf Park (waterfront), Bernard Avenue Beach (waterfront) and the Friendship Trail. Each of these specialized

parks provides public with opportunities for unique passive recreational pursuits and will be protected for the enjoyment of future generations.

vi. In addition, the Village Square in the heart of downtown Ridgeway acts as a focal point and transitional node or hub between civic culture and the active/passive recreational culture associated with the Friendship Trail. This unique specialized park space shall be promoted and supported by the Town and RBIA as a means of stimulating social interaction and commercial activity of residents and visitors year-round.

vii. Opportunities for additional waterfront road allowances to be used for Specialized Park purposing will be considered by the Town to permit continued public access to the waterfront. Such initiatives are consistent with the Town's corporate strategic planning concerning public waterfront access.

4.18.11.2. OPEN SPACE – LINKAGE

a) The Town supports linkage opportunities that assist in providing improved pedestrian access to points of interest such as the downtown core area & village square, neighbourhood and community parks, schools and public waterfront spaces.

b) The Town shall make every effort to ensure publicly accessible linkage opportunities are protected and accessible when new development or re-development is proposed within the Plan Area.

c) Road allowances not presently improved within the Plan Area may be considered by the Town for pedestrian linkage. The Town supports creation of a pedestrian trail linkage on un-travelled portions of Wells Avenue (from Evadere to Hyman) as a means of providing more direct pedestrian connection from the Friendship Trail to the waterfront. By extension, such linkage also creates a core pedestrian linkage to Ridgeway's Downtown Core area for many residents in the Thunder Bay neighbourhood area. In general terms, this north-south connection is an excellent asset for active transportation.

d) Trail development through select Environmental Area designations identified on Schedules RTB-3 and RTB-3a is considered desirable by the Town. The Town may pursue trail network connectivity where feasible to do so, in consultation with the Niagara Peninsula Conservation Authority and/or MNR, in effort to provide for an enhanced open space network within a variety of different natural settings for natural heritage education and passive recreational enjoyment.

e) Landscaping treatment and maintenance requirements for linear public linkage will be determined by Town Parks & Open Space staff in consultation with Operations staff. Some areas may be best suited in a naturalized state and others may be preferred in a maintained park like setting.

f) The Town may consider, acquire or become the benefactor of land for linkage purposes; however, the Town is under no obligation to purchase or accept lands for linkage that, in the opinion of the Town, does not serve to provide opportunity for long term continuous or contiguous connection. Linkage opportunities will be reviewed on an ongoing basis by the Town during secondary planning and individual application submissions.

g) Linkage opportunities are represented on Schedules RTB-3, 3a and 4 of this Plan and illustrate a preferred series or network of connection. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved, un-paved and naturalized trails systems.

4.18.11.3. OPEN SPACE – PUBLIC WATERFRONT

a) Policy 4.13.4 shall continue to apply with respect to the Lake Erie shoreline within Ridgeway-Thunder Bay.

b) The public waterfront represents an important component to the overall open space network with respect to broader community interests. The publicly accessible waterfront areas are destinations for many residents and visitors from beyond Fort Erie's boundary. The Town shall remain diligent in protecting its public waterfront property and related points of access. Additional waterfront lands shall be received through the implementation of existing Town policy.

c) The Town shall ensure that available parking areas associated with waterfront access locations are optimized. The Town will continue to monitor area on-street parking to ensure pedestrian safety and passable conditions are maintained. The Town may consider restrictions to on-street parking in areas of high pedestrian traffic and crossing movement for safety and improved sightlines.

4.18.11.4. OPEN SPACE – STORM WATER MANAGEMENT (SWM)

a) Lands identified as "Open Space - Storm Water Management" (SWM) within the Plan Area serve to provide quality control and volume storage as a result of development. These SWM facilities are functional components of the overall catchment areas they receive surface drainage from and are not considered suitable as active park space for structured recreational purposes. There is an

inherent hazard or flood risk associated with their function and as a result, design of these facilities may require they be fenced for public safety and protection. If options are made available to design in a manner acceptable to approval authorities, efforts to reduce or eliminate fencing requirements should be explored.

b) Opportunities for SWM facilities to be designed in a manner that provides for a naturalized setting should be considered, provided access and maintenance requirements are not impacted.

c) New subdivision development will require appropriate studies to assess and demonstrate management of stormwater flows so as to not impact on downstream capacity as a result of increased hard surface run-off.

d) New development not required to provide SWM ponds shall demonstrate acceptable levels of on-site containment and regulated run-off achieves pre and post run-off conditions for the respective drainage area.

e) SWM Management reports and detailed engineering shall require approval of relevant authorities including the Town and Niagara Peninsula Conservation Authority. New Stormwater Management Facilities (ponds) will require an Environmental Compliance Approval form the Ministry of Environment.

f) Existing and proposed SWM facilities are shown on Schedules “RTB-3, 3a and 4”. Proposed SWM ponds shall be considered approximate until detailed engineering at the development stage can more precisely define limits and location of the designation.

g) Following detailed engineering analysis, should proposed storm water management facilities identified as “Open Space (SWM)” on the Schedules to this Plan be relocated, shift or have their area requirement diminish, the subsequent implementing designation shall be interpreted to be the adjacent developable land use designation. An amendment will not be required provided the changes are not substantive and are the result of detailed refinement.

4.18.12. NATURAL HERITAGE

4.18.12.1. GENERAL

a) Policies of Section 8 shall apply to all Natural Heritage resources within the Secondary Plan Area. Section 8 provides comprehensive policy coverage for all relevant environmental features within the Plan Area and shall be relied upon for guidance when development is being considered in, or within defined proximity to environmental features or sensitive areas.

b) Determination of any natural feature boundaries or environmental study requirements will be identified/confirmed during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions in cases where the lands are regulated under the Conservation Authorities Act, as administered by the Niagara Peninsula Conservation Authority, and in accordance with Section 8 of the Official Plan.

c) Determination of EIS requirements shall be based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.

d) There may be unique circumstances that need to be recognized as a result of existing conditions, such as existing dwellings within wetland buffers and lots of record within hazard lands. Any such unique circumstances will be identified and discussed if and when a planning application or building permit application is filed with the Town and/or having been identified during pre-consultation. Determination of the applicable approval authority will be dependent on the nature of the existing condition and the environmental designation or constraint impacted. The MOU will be referenced in determining approval authority.

   Lands impacted by natural hazards regulated by the NPCA will be subject to regulatory controls under the NPCA's "Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" (O.Reg 155/06), as amended from time to time.

e) Schedule RTB-2 of the Ridgeway-Thunder Bay Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules RTB-3 and RTB-3a, and are further broken down to illustrate the specific natural components.

f) The Ridgeway-Thunder Bay Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule RTB-2. Development may be permitted in an Environmental Conservation Area subject to an EIS having been conducted and the Terms of Reference approved prior to initiating the EIS by the applicable approval authority.

g) Policy 8.8.1.XXIV shall be referenced for direction regarding the relationship between existing draft approved plans of subdivision and natural heritage features.

4.18.12.2. ENVIRONMENTAL PROTECTION AREA

a) Environmental Protection Areas are comprised of Provincially Significant Wetlands (PSW's) and lands subject to natural hazard conditions as described in Section 8.2.4.

b) PSW's are identified on Schedules RTB-2 and RTB-3. All PSW's are designated as Environmental Protection.

c) The Plan Area contains several locations where PSW's are identified. The most notable being located generally south of Dominion Road, east of Prospect Point Road North, west of Maple Leaf Avenue North and north of the former golf course along Thunder Bay Road. The friendship Trail bisects the feature just north of its centre. This large feature is referred to locally as the Mann Farm.

   The northern portion of this Environmental Protection Area, being those lands north of the Friendship Trail is currently in public ownership. South of the Friendship Trail, a portion at the very southern region is being dedicated to the Town through the Draft Plan Approval process (Ridgeway Shores). The remaining central region of the Environmental Protection Area remains in private ownership. Acquisition of this central portion by a public entity should be explored to continue to provide long term protection for this large ecological feature in the heart of the Secondary Plan combined with educational opportunities through appropriate trails approved by the relevant approval authorities.

d) Three additional locations containing PSW designation are identified on Schedule RTB-3. The first being in the northwest corner of the Plan Area, southeast of the Nigh Road and Gorham Road intersection. The second is located at the westerly most limit of the Plan Area, adjacent to the Gorham Commercial Gateway and lastly, in the southeast, adjacent to the Shirley Road Pumping Station. In all instances the Environmental Protection designation has been applied and long term protection shall be afforded.

e) The Ministry of Natural Resources (MNR) establishes the boundaries of wetland features and considers the evaluations to be open files. Property owners who wish to have wetland boundaries re-evaluated have the opportunity to do so in consultation with the MNR. The NPCA will provide guidance to the owner in establishing discussions with local MNR representatives if desired. Property owners should recognize that wetland features may change over time and may increase or decrease in size and will be evaluated as such by the MNR.

f) Schedules RTB-2 and RTB-3 illustrate the PSW feature and the 30m buffer area associated with the feature. Development within the buffer area is regulated by the NPCA and generally not permitted unless approved by the NPCA.

g) The 30m buffer adjacent to the PSW's is represented by a line on the Schedules and also illustrates an underlying land use designation. This underlying land use designation does not constitute or secure development rights or potential without pre-consultation with the NPCA and Town on a supporting EIS and the EIS having been completed and accepted by the NPCA.

h) Notwithstanding paragraph a) and c) herein, Section 4.18.12.1c) recognizes there may be unique circumstances for existing development in PSW buffer areas, in which case, the need for an EIS will be determined through consultation with the Town and NPCA and will be subject to NPCA regulations in effect, as amended from time to time.

i) Natural Hazards are reflected on Schedules RTB-2 (contained within the Environmental Protection designation) and further broken down on Schedule RTB-3 and RTB-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Ridgeway-Thunder Bay Secondary Plan Area.

4.18.12.3. ENVIRONMENTAL CONSERVATION

a) Environmental Conservation Area designation comprises wooded areas over 2.0 ha. and the most sensitive of natural areas identified by the Town's Natural Areas Inventory. The Environmental Conservation Area designation is an overlay and is shown on Schedules RTB-2.

b) When an EIS is required, the Region's guidelines will be followed. The guidelines contain requirements and procedures for scoping and waiving studies. The applicable approval authority shall have regard for the requirements in to simplify the approval process while allowing development that safeguards the natural environment.

c) A Tree Preservation Plan may be required to implement the recommendations of an EIS, or to protect trees identified as worthy for protection. Requirements for a Tree Preservation Plan will be identified in conditions of draft plan or site plan approval.

4.18.12.4. ENVIRONMENTAL CORRIDORS

a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedules.

b) Schedule “C” of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Ridgeway-Thunder Bay Secondary Plan Area contains several such corridor routes, which are shown on Schedule “RTB-3” of this Plan.

c) There is a considerable amount of existing development along portions of these Environmental Corridor routes within the Plan Area. Where feasible, any proposals for new development may be requested to address how these routes could receive enhancement to assist in wildlife movement.

4.18.13. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT)

a) The Transportation System is in reference to the various modes of transportation infrastructure that exists or can be planned to be made available to service the Ridgeway-Thunder Bay Secondary Plan Area. The three components envisioned to service the Plan include the road network, the pedestrian/active transportation network and public transit routing.

b) Transportation systems are shown on Schedule RTB-4 of this Plan

c) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required and prioritizing maintenance, construction and improvement will be considered annually through capital budgeting and through development application activity.

d) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects.

4.18.13.1. ROAD NETWORKS

a) The development of the road network for the Ridgeway-Thunder Bay Secondary Plan shall generally be in accordance with Section 12.7 of the Town Official Plan.

b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.

c) The existing road networks within the Plan Area are generally developed in terms of travelled passage. The historical grid of road allowances strongly represents in the built environment. There are a few road allowances that have remained unimproved and may be considered for alternate purposes relating to active transportation, trail network development and pedestrian connectivity, prior to any determination on whole or part of the unimproved road allowances being considered surplus.

d) There are generally three categories of roadway hierarchy in the Plan Area. Two Regional arterials *(Gorham Road and Dominion Road)*, four Town collectors *(Ridge Road, Burleigh Road, Bernard Avenue and Thunder Bay Road).* All remaining roads would classify as local roads. More recently, private roads are being constructed in association with condominium development; however, these roads remain private and are the responsibility of their respective ownership.

e) Schedule RTB-4 illustrates the hierarchy of roads and any new development application shall have regard for ultimate road allowance widths in design and zoning setback regulation.

f) The Plan illustrates “conceptual” roads on portions of the Plan. These conceptual roads are provided as a guide for the purposes of demonstrating efficient use of potentially developable land. Any proposals for areas with conceptual roads shown may supply alternate designs, however development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. Amendment of this Plan would not be required.

g) The Region of Niagara determines ultimate road allowance width for roads under its jurisdiction. The Region will be circulated with respect to any application for development respecting Dominion and Gorham Roads, at which time final determination on provision of any widening requirements will be identified.

h) Town collector roads seek to establish an ultimate width of 23m and local roads are to seek a 20m road allowance. It is recognized these desired widths may not always be practical or obtainable. Determination of municipal road widening will be reviewed by the Town at the time of application submission or during road reconstruction/improvement projects.

i) Road widening and daylighting requirements shall be in keeping with the policies of Section 12.7.4.

j) New road connections should be aligned with opposing roads or major driveways whenever possible.

k) New road intersections and driveways connecting to Gorham Road and Dominion Road shall require Regional approval.

l) The Town considers a future road connection linking Yacht Harbour Road with North Shore Drive desirable. This conceptual connection is shown on the Schedules of this Plan. Until such time that an appropriate solution can be determined for connection between the private and public roads, the construction of the connection will not be pursued.

4.18.13.2. ACTIVE TRANSPORTATION

a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).

b) Schedule “RTB-4” illustrates components of the Active Transportation Network for the Ridgeway-Thunder Bay Secondary Plan.

c) Components of active transportation include on-road cycling lanes, off-road paths/trails and a contextually sensitive neighbourhood sidewalk system within the Plan Area to facilitate a safe and healthy alternative to vehicular travel and reliance.

d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.

e) The Friendship Trail is a tremendous active transportation asset, not just locally or municipally, but as part of a regional system *(Greater Niagara Cycle Route)*. Whenever practical or feasible, additional pedestrian network connection should be considered to further enhance the Friendship Trail’s catchment and access.

f) Frequent destinations or points of interest, such as Ridgeway‘s Village Core, the Gorham Commercial Gateway, schools, parks and waterfront should be given priority for connection when considering annual budget allocation. Connections with established transit routes may also be considered where feasible.

g) Where applicable, applications for development will be required to address and demonstrate how plans may integrate and provide for the necessary infrastructure to facilitate active transportation in relation to the overall network illustrated on Schedule “RTB-4”.

h) At a minimum, all new or completely reconstructed roads within the Plan Area shall provide for a sidewalk on at least one side of the roadway where financially feasible.

i) Consideration shall be given to provision of active transportation infrastructure contained within regional and local roadways during major reconstruction projects. Subject to available funding, bicycle lanes as identified on RTB-4 should be a consideration when resurfacing projects are being undertaken.

j) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides. Council may consider single side locations in part or in whole following departmental review and recommendation.

k) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

l) On-road bicycle lanes should be considered for Thunder Bay Road in effort to provide safe cycling access to the waterfront parks and a more southerly east-west route that parallels the service area of the Friendship Trail. Additional linkage from the Friendship Trail to Thunder Bay Road should also be considered. Prospect Point Road North may be suitable to serve in such a capacity, preserving on-street parking in the downtown core area of Ridge Road North. Ultimately, bicycle lanes on Bernard Avenue would create a loop serving the vast majority of the Thunder Bay area.

m) Portions of the un-opened Wells Avenue road allowance should be considered for active transportation linkage from the Friendship Trail southward towards the waterfront. This central location is well situated to serve both residents and recreationalists.

n) The Plan Area contains natural environment features that may be suitable for accommodating pedestrian trail linkage. Opportunities to enhance the overall pedestrian network with visual variety in a diversity of settings shall be encouraged. The NPCA will be consulted when trails are proposed in regulated areas. Efforts to connect the Shagbark Nature Area with the core area PSW (Mann Farm) south of Dominion Road and Friendship Trail shall be encouraged.

o) Any trails associated with, or located in, Natural Features and Open Space areas (excluding some park designations) shall not be lit, thereby assisting in nocturnal wildlife corridor function.

p) Type of surface materials used on trail linkages in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.

q) Wherever possible, the Town and Region will work cooperatively in establishing linkages to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation modes.

r) Active Transportation and Public Transit use are complimentary modes of transportation. Wherever feasible, provision of pedestrian linkage to established transit routes shall be encouraged.

4.18.13.3. PUBLIC TRANSIT

a) The Ridgeway-Thunder Bay Secondary Plan presently receives regular transit service on a fixed schedule. As development activity increases and population within the Plan Area increases, regular review of the service area routing is encouraged with a goal of expanding coverage and increasing ridership.

b) Connection to regional transit service is not presently available in Ridgeway-Thunder Bay. The current hub for regional transit connection is located at the major commercial (Walmart) shopping district at Thompson and Garrison Roads (Spears-High Pointe Neighbourhood). Opportunities for regional transit connection shall be encouraged and promoted in conjunction with local transit initiatives in providing access to and from major urban centres within Niagara.

c) Although not shown on Schedule “RTB-4”, and considered to be a longer term objective, the Gorham Commercial Centre should be promoted for a regional transit hub with local transit connection when regional service levels are capable of expansion. This would also provide the Crystal Beach Neighbourhood with improved access to regional transit, and depending on routing in relation to the QEW, potentially connecting Stevensville as well. The Town shall work cooperatively with the Region on matters relating to improved regional transit connectivity for its residents.

d) Current local transit routing is illustrated on Schedule “RTB-4”. Although not illustrated on the Schedule, future consideration of expanding the local transit network shall consider Thunder Bay Road and Bernard Avenue for service delivery, providing Thunder Bay residents with a transportation alternative and serving the general public with more direct access to public waterfront areas.

e) Applications for development shall have regard for transit route service needs. Actual location and infrastructure enhancements for transit stops will be reviewed on an application by application basis. Developers may be required to provide or assist in providing infrastructure to accommodate transit or future transit.

f) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.18.14. **PARKING**

a) The majority of the Secondary Plan Area is largely low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic.

b) The Town shall monitor on-street parking in popular areas such as Bernard Beach and Maple Leaf Beach, where seasonal influx may result in increased concerns. The Town may recommend restrictions to alleviate any safety issues if deemed appropriate.

c) When streets with sufficient road allowance width are identified for reconstruction in popular areas, consideration will be given to the provision of a full parking lane on at least one side of the street wherever feasible.

d) The Town shall continue to monitor and consider additional opportunities for public parking provision in the Downtown Ridgeway commercial district. The Town shall consult with the Ridgeway BIA on a regular basis respecting parking concerns and work cooperatively in seeking resolution to persistent impacts. Area residents shall be encouraged to use active transportation when accessing the core area, reserving available parking for visitor and tourist traffic.

e) Should the Town seek to provide additional public parking within downtown Ridgeway, on-street opportunities in the vicinity of the core shall be maximized first and prior to consideration of a new public parking lot. The Town may initiate a parking study prior to any commitment for new lot construction. The Town shall

however, continue to investigate and identify suitable locations for public lot provisions in the event that increased demand warrants action.

f) Any new municipal or private parking areas shall be designed and constructed in a way that provides adequate screening and landscape buffering where abutting residential properties.

g) Parking in the Gorham Commercial Gateway will be required to be provided on-site for commercial development, taking into account any approved urban design guidelines when commercial site design is first being considered.

h) Landscaped areas will be requested for large parking lots, particularly where they are adjacent to Gorham Road, Dominion Road or adjacent residential use. Landscaping requirements shall be focused along the road frontages and shall provide for generous landscaped buffering and planting strips between the roadway and parking areas, using high quality materials and plant stock. No less than 15% of the lot area shall be comprised of landscaped open space including planting strips.

i) Parking area lighting shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided.

j) As predominant road frontage in the Gorham Commercial Gateway gain access to regional roads, the Region will be required to approve ingress/egress locations. Inter-lot connections by way of mutual access easements and agreement are encouraged to limit the amount of driveways and enhance the landscaping abilities afforded with broader, contiguous boulevard lengths.

4.18.15. CULTURAL HERITAGE

a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.

b) The Town recognizes the unique cultural and historical significance of the Downtown Ridgeway Commercial Core Area as being fundamentally and characteristically different than other commercial designations within the Plan Area. Together with the residential in the immediate vicinity, the Ridgeway downtown displays cultural heritage characteristics that need to be considered in the event that new or re-development is proposed in the downtown area.

c) In developing Urban Design Guidelines for Ridgeway's downtown, the Town will ensure guidelines address cultural and historical elements that should be maintained and enhanced in effort to strengthen the village character.

d) The Secondary Plan Area contains a number of properties that are either presently designated under the Ontario Heritage Act, or have been identified by the Town to be of interest and subsequently added to the Municipal Registry for consideration on designation. The majority of these properties are located in or within close proximity of the downtown Ridgeway core, generally being the area that best reflects the heritage character of the community. The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.

e) Schedule “RTB-2” identifies the location of properties that are either designated or listed on the Municipal Registry. The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Ridgeway-Thunder Bay’s built heritage and from time to time, may recommend for Council’s consideration, additional properties for designation or addition to the Registry.

f) The Ridgeway-Thunder Bay Secondary Plan Area contains areas of archaeological potential. New development proposals may require an archaeological assessment study prepared by a qualified individual or firm to accompany any such development application. The parent Official Plan Schedule 'D' - Cultural Heritage Archeological Zones of Potential identifies areas subject to this requirement. Need for any such study shall be confirmed through mandatory pre-consultation prior to any application submission.

4.18.16. MUNICIPAL SERVICES

a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.

b) Municipal services such as sanitary and storm sewers, stormwater management facilities and municipal drainage will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Ridgeway-Thunder Bay Secondary Plan Area.

c) Based on findings of the 2010 Waste Water / Stormwater Master Plan study *(XCG Consultants Ltd.)*, no immediate servicing concerns respecting sanitary capacity of the sewer network for the Plan Area were identified. The Region is in the process of upgrading the Shirley Road Pumping Station, however, the planned work does not preclude, nor impact available capacity for future development within the Plan Area.

d) The Town shall continue to make improvements to storm drainage systems in the Bernard Avenue/Thunder Bay area to assist in alleviating poor natural surface

drainage in this relatively flat area of the municipality. Any planned improvement projects shall be identified in the 10 year capital projects budget.

e) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.

f) Existing municipal water supply is currently available to service the Plan Area. All new development may be required to loop watermains wherever opportunity exists to do so.

g) All new development within the Secondary Plan Area shall be developed with full municipal services with exception of minor in-filling through consent on roads serviced by open ditch and rural cross section.

4.18.17. UTILITIES

a) Utility providers are encouraged to consult with the Town when new major plant locations or infrastructure is required or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents. Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are compatible with existing and planned development, in effort to reduce or eliminate potential conflicts,

b) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.18.18. NEIGHBOURHOOD GATEWAYS & LANDMARKS

a) Schedule RTB-2 illustrates Gateway and community Landmarks at key locations in the Plan Area with one such Landmark currently existing:

   i. Ridgeway Core Area (existing Landmark feature at Civic Square)
   ii. Gorham Commercial Gateway
   iii. Dominion East Gateway

b) Gateway features act to provide both physical and physiological queues to sensory perception on arrival or departure and Community Landmarks act as

visual benchmarks or visual points of reference to indicate location. These queues can range depending on what is intended in defining the character of the gateway or landmark.

In other words, the intensity of the feature makes an intended statement and projects an image the neighbourhood can become associated with. This can be done in many ways such as signature buildings or architectural features, or through landscaping treatment and lighting. Combining any or all of these types of treatments provides opportunities to make a bold statement or a much more modest approach to signal a threshold or specific location.

c) The Downtown village core area employs a Landmark feature that is clearly identifiable in its location and character. The Village Square represents the heart of the core area and the Landmark acts to re-enforce this location for all to reference in a prominent manner.

d) The Gorham Commercial Gateway is envisioned to be an active commercial area, focusing less on village character and more on commerce and enterprise. When considering a Landmark for this area of the neighbourhood, consideration should focus on the intersection of these two regional roads. Architectural elements or signature buildings can be considered for the corner properties at this location. The Town will work cooperatively with the Region and property owners in making provision for an architectural feature for inclusion in any future develop or re-development of corner properties.

e) Gateways and Landmark features can be further defined through the preparation of Urban Design Guidelines.

f) The Dominion East Gateway feature should consider landscape treatment as the primary feature in combination with other elements such as rock and lighting techniques, creating a modest, low impact gateway reflective of the lower density residential development in the immediate area.

g) When municipal wayfinding signage is being considered in close proximity the signage should be situated in such a manner that it does not compete with the Gateway or Landmark features,

h) Any Gateway or Landmark Feature planned along a regional road will require consultation with regional staff and potentially an approval depending on actual position or placement.

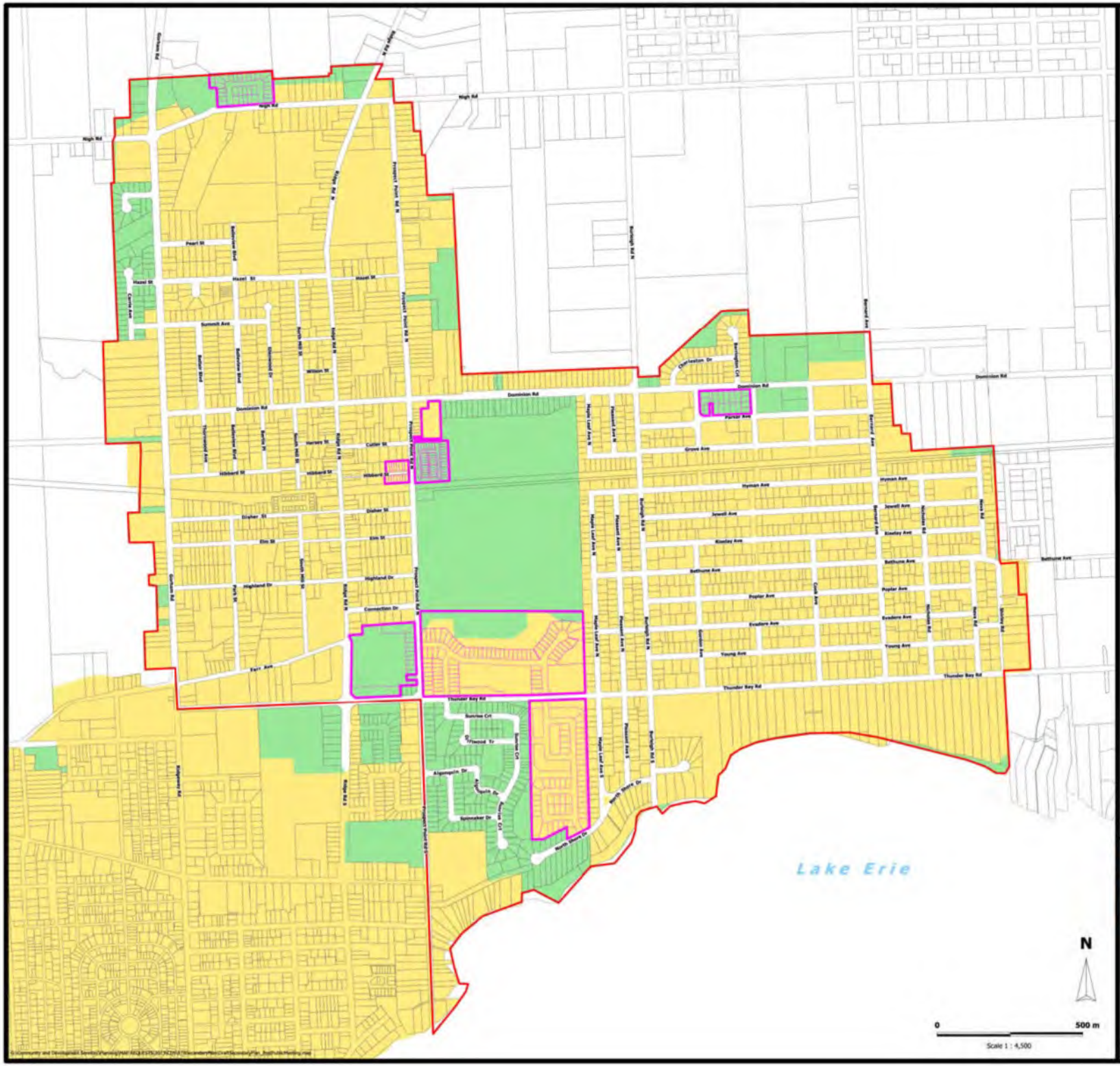
4.18.19. INTERPRETATION OF THE PLAN

The Ridgeway-Thunder Bay Secondary Plan (Official Plan Amendment No.15) consists of Sections 4.18.1 through 4.18.18, and Schedules “RTB-1”, “RTB-2”, “RTB-3”, “RTB-3a” and “RTB-4”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

(Section 4.18 was introduced by By-law 2013-084, OPA #15)

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-1 - Built Boundary (Places to Grow)





Schedule RTB-1

Built Boundary

(Places to Grow)

- Built-Up Area (Places to Grow - Growth Plan for the Greater Golden Horseshoe)
- Greenfield (Places to Grow - Growth Plan for the Greater Golden Horsehoe
- Active Draft Approved Plans of Subdivision
- Study Area Boundary Line

Notes: 1. This schedule must be read in conjuction with the texts of the Secondary Plan, together with all schedules of OPA 15

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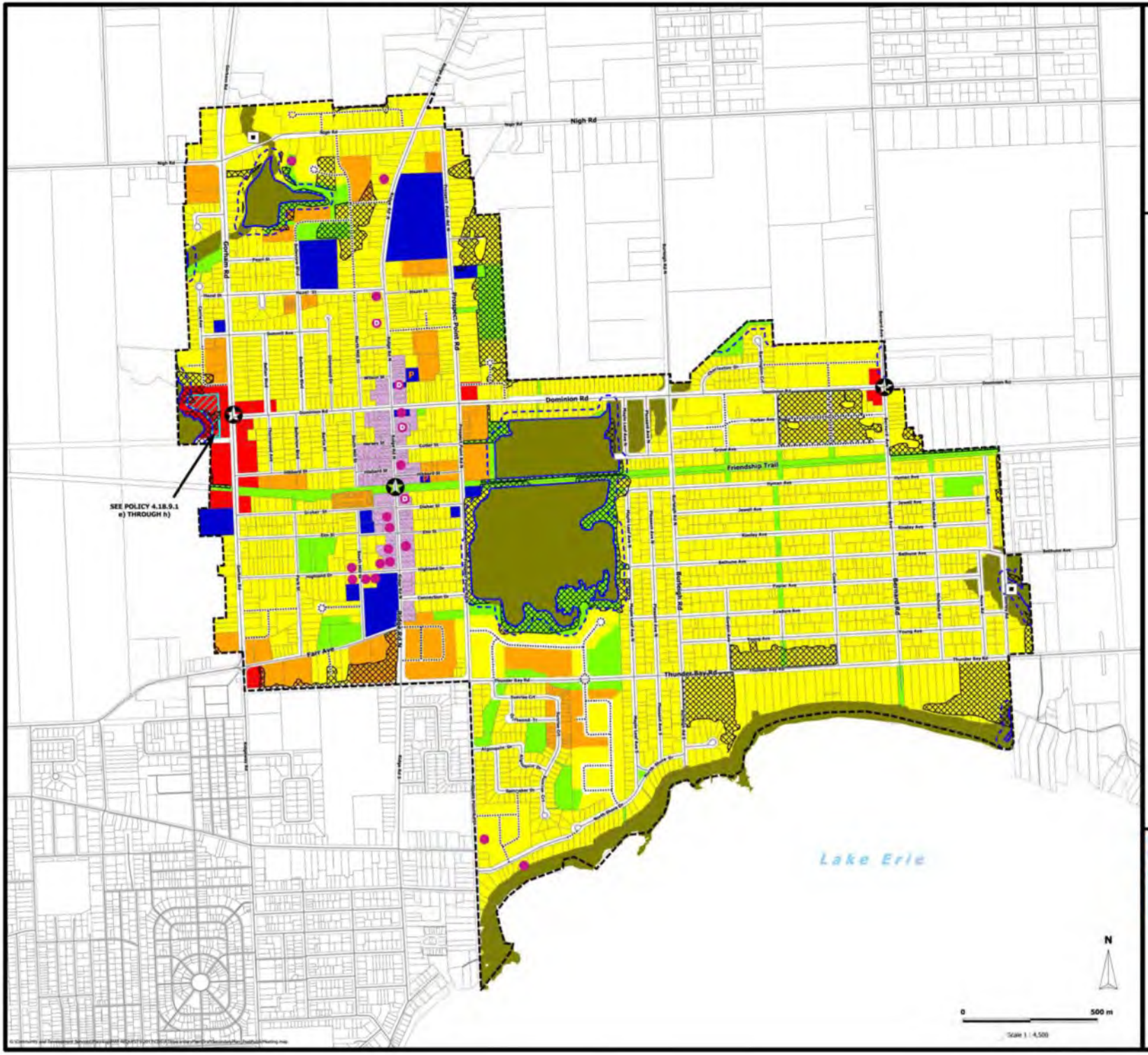
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RTB-1

TO OFFICIAL PLAN AMENDMENT 15

SEPTEMBER 3, 2013

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-2 - Land Use Plan





Schedule RTB-2
Future Land Use Plan

- Commercial
- Core Mixed Use
- Institutional
- Open Space
- Residential - Low Density (Up to 25 u/ha)
- Residential - Medium Density (25-75 u/ha)
- Environmental Conservation
- Environmental Protection
- MNR Provincially Significant Wetland
- Wetland 30 m Buffer
- Policy 4.18.9.1 e) - h)
- Potential Heritage Sites
- Designated Heritage Site
- Gateway Feature
- Regional Sanitary Pumping Station
- Conceptual Road
- Existing Travelled Road
- Study Area Boundary Line
- Proposed Public Parking Areas

Notes: 1. This schedule must be read in conjuction with the texts of the Secondary Plan, together with all schedules of OPA 15

2. For areas shown with a Enviornmental Conservation Overlay please refer to Schedule RTB-3 and Section 4.18.12.3

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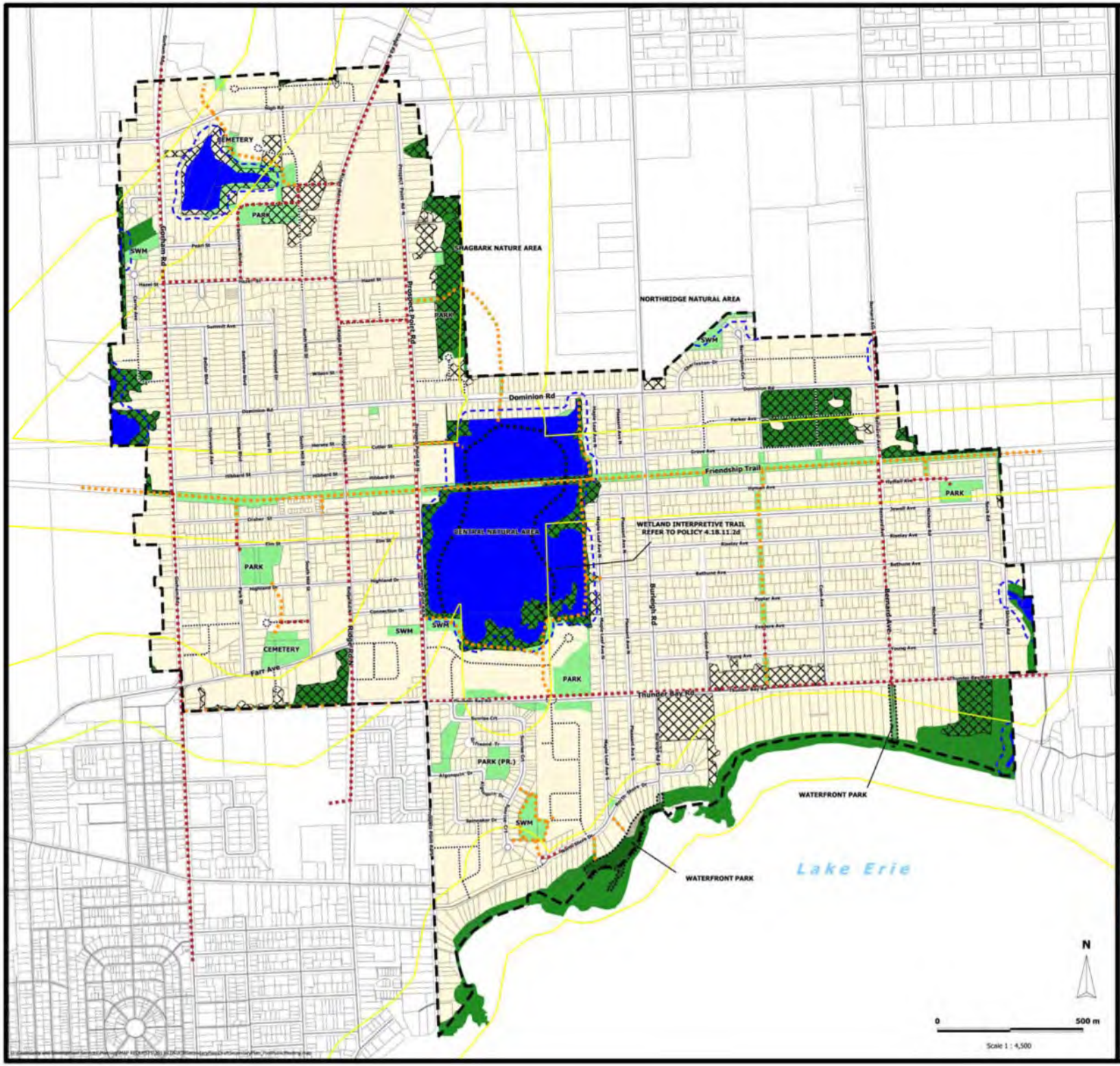
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RTB-2

TO OFFICIAL PLAN AMENDMENT 15

SEPTEMBER 3, 2013

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-3 - Open Space and Natural Heritage Plan





Schedule RTB-3
Open Space and Natural Heritage Plan

- Pedestrian Route and/or Bicycle Route
- Dedicated Off Road Trial System
- Wetland Interpretive Trail
- MNR Provincially Significant Wetland
- Wetland 30 m Buffer
- Locally Significant Natural Area
- Parks/Open Space/Linkage
- Woodlot Over 2 ha
- Environmental Corridors
- Waterfront Park
- Study Area Boundary Line
- Conceptual Road
- Existing Travelled Road

Notes: 1. This schedule must be read in conjuction with the texts of the Secondary Plan, together with all schedules of OPA 15

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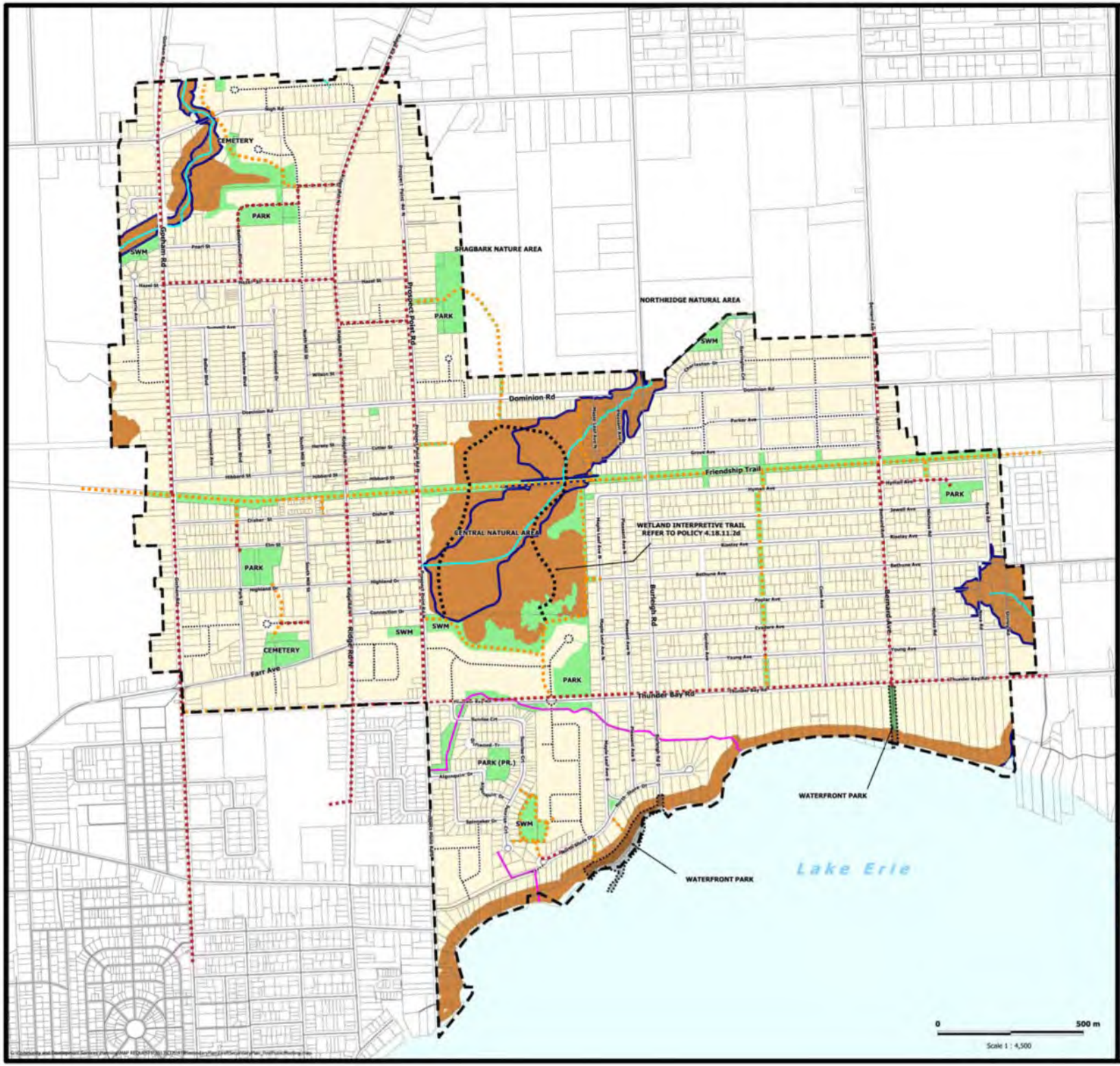
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RTB-3

TO OFFICIAL PLAN AMENDMENT 15

SEPTEMBER 3, 2013

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-3a - Open Space, Natural Hazards & Fish Habitat Plan





Schedule RTB-3a
Open Space, Natural Hazards and Fish Habitat Plan

- Pedestrian Route and/or Bicycle Route
- Dedicated Off Road Trail System
- Wetland Interpretive Trail
- Parks/Open Space/Linkage
- Natural Hazards Including Floodplain
- NPCA Regulated Floodplain
- Waterfront Park
- Lake Habitat
- Study Area Boundary Line
- Existing Travelled Roads
- Conceptual Road
- Stream Fish Habitat - Critical
- Stream Fish Habitat - Other

Notes: 1. This schedule must be read in conjuction with the texts of the Secondary Plan, together with all schedules of OPA 15

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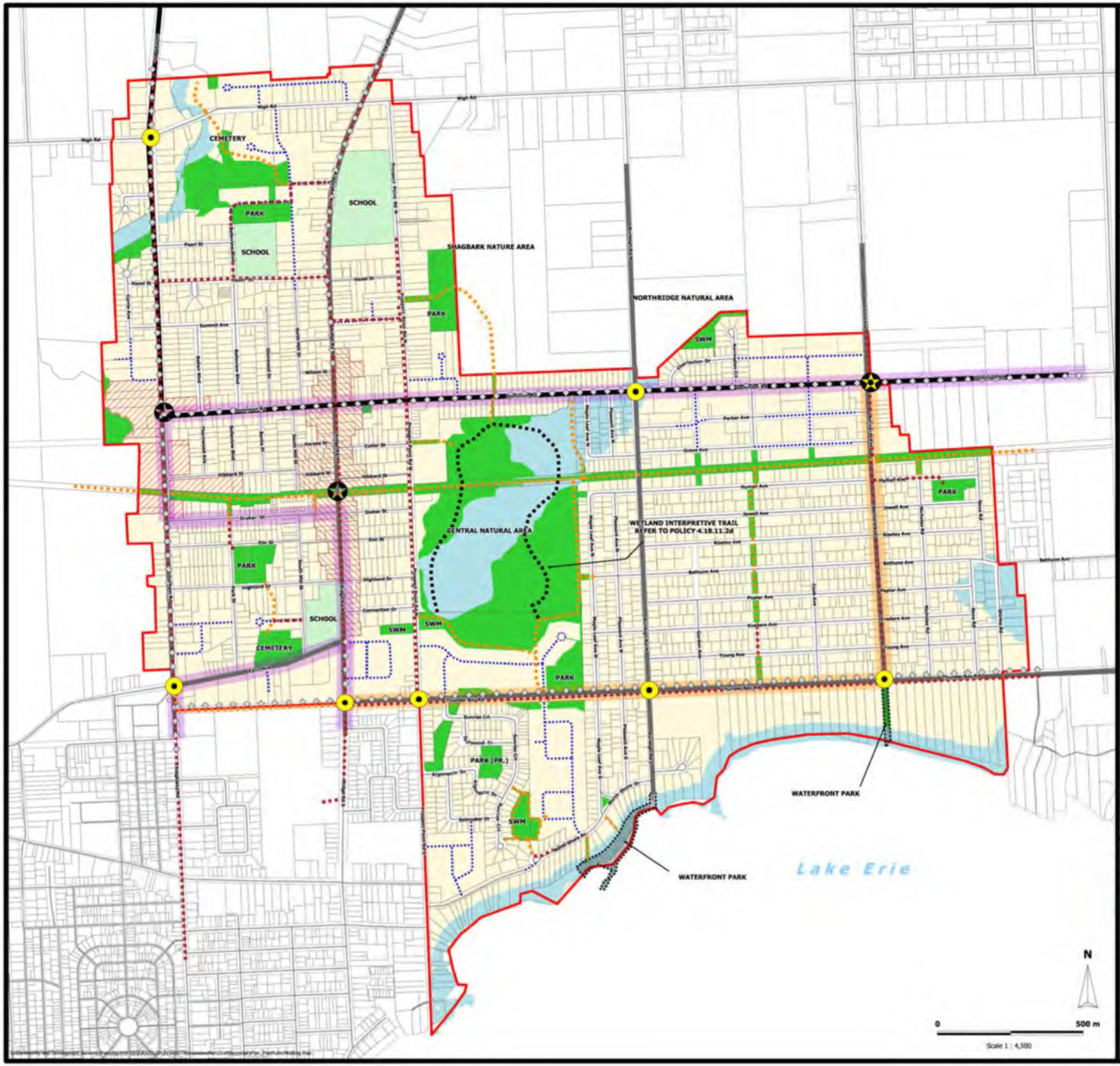
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RTB-3a

TO OFFICIAL PLAN AMENDMENT 15

SEPTEMBER 3, 2013

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-4 - Transportation Systems Plan





Schedule RTB-4
Transportation Systems Plan

- Arterial Road
- Collector Road
- Existing Local Road
- Conceptual Road
- Pedestrian Route and/or Bicycle Route
- Dedicated Off Road Trail System
- Wetland Interpretive Trail
- NPCA Flood Regulatory Area
- Parks/Open Space/Linkages/ Natural Areas
- Schools
- Core Mixed Use
- Gorham Commercial Gateway
- Future Corridor Improvements
- Future intersection Improvements
- Existing Fort Erie Transit Route
- Proposed Fort Erie Transit Route
- Gateway Feature
- Waterfront Park
- Study Area Boundary Line

Notes: 1. This schedule must be read in conjuction with the texts of the Secondary Plan, together with all schedules of OPA 15

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THIS IS SCHEDULE

RTB-4

TO OFFICIAL PLAN AMENDMENT 15

SEPTEMBER 3, 2013

4.19. STEVENSVILLE SECONDARY PLAN

4.19.1. PURPOSE

The purpose of the Stevensville Secondary Plan is to provide a framework for a cohesive, complete community, providing opportunities for new development in and around the existing neighbourhoods while remaining conscious and sensitive to the established community as a whole. The framework is intended to provide clear direction in achieving subsequent goals and objectives.

The Secondary Plan consists of a land use plan and related policies to guide development and other forms of renewal to ensure it is in keeping with the Town's vision for this neighbourhood. The Plan will provide and serve as the guide for planning activity at a minimum to the year 2031, and will be subject to amendments from time to time, as well as being included the Town's 5 year review of its Official Plan.

4.19.2. VISION

The Secondary Plan is the result of comprehensive consultation. This strategic planning exercise utilized a neighbourhood planning approach including input from municipal and community Focus Group SWOC (Strengths, Weakness, Opportunities & Constraints) sessions, which generated the following Secondary Plan Vision:

"The ideal Stevensville is a well-planned village that is inclusive, connected to nature, neighbours and jobs; that celebrates its rural heritage and looks forward to a prosperous future with vital commercial and employment areas."

4.19.3. GOALS

The goal of this Plan is to build off the "vision" established, treating it as a benchmark, and to implement a policy framework that strives to achieve the vision. These goals can be met by providing for a variety of residential densities, form and heights, commercial, mixed use and open spaces, while also protecting significant natural environments. The Plan also seeks to provide flexibility in the commercial uses and new light industrial lands

to expand the potential for employment type uses and opportunities capable of establishing in Stevensville.

A complete community meets the diverse needs of its many residents and visitors including homeowners, businesspersons, shoppers, and tourists. The Plan shall seek to establish areas and opportunities for residential and mixed use intensification in key locations within the neighbourhood, remaining sensitive to the village character and meeting the needs of all neighbourhood residents, businesses and citizens of this Town. Furthermore, it will provide guidance/criteria for any further residential intensification.

4.19.4. OBJECTIVES

The main objectives of the Stevensville Secondary Plan are to:

a) Articulate a Village Core area by location and description.

b) Provide for serviced ready employment lands to attract new businesses to the industrial park.

c) Support the commercial areas of the neighbourhood that provide the residents and surrounding rural and agricultural community with a variety of goods and services, as well as providing for the needs of visitors and tourists traveling through and to the community.

d) Ensure there are sufficient urban lands to accommodate appropriate community growth throughout the planning period, while maintaining the village character.

e) Provide for a variety of housing alternatives at key locations throughout the neighbourhood with particular focus on strategic intensification and a full range of housing types that contribute to age in place opportunities.

f) Provide a full range of housing choices that are coordinated with land use designations and densities that provide for suitable transition and gradation.

g) Encourage development forms which are compact, to utilize urban land and services efficiently.

h) Encourage land assembly that would result in more efficient and effective in-filling.

i) New housing development and re-development will be integrated with existing built up areas, open spaces and natural heritage features. Previously approved subdivision plans will be acknowledged within the neighbourhood planning context and developers of these plans shall be encouraged to work with the municipality in achieving the objectives of this Plan.

j) Provide opportunities to embrace and enhance “active transportation” infrastructure through creation of a recreational river trail and augmenting and enhancing pedestrian networks that connect the community and give residents a healthy alternative in their transportation choices.

k) Make the neighbourhood a friendly, walkable community that promotes pedestrian movement and active transportation. Place emphasis on community safety for all ages by providing sidewalks, bike lanes, speed and stop control on our shared roadways.

l) Provide policy that recognizes and facilitates defining a village core, both physically and aesthetically, without limiting the ability of more contemporary commercial operations from establishing in other commercial areas of the neighbourhood.

m) Promote establishment of a Stevensville BIA and work with local businesses and regional partners in creation of a Core Area CIP to assist and stimulate private investment through various financial incentive opportunities.

n) Protect significant natural features such as Provincially Significant Wetlands with appropriate environmental protection designation, ensuring their ecological functions, benefits and contributions to the natural environment will be shared for future generations.

o) Anticipate transit service and provide or reserve adequate space within the road allowances for transit supportive design, for implementation once population and the employment lands have bridged the feasibility and viability gaps that have kept regular transit service to Stevensville from being established.

p) Promote an appropriate employment designation for lands within the Neighbourhood, in effort to foster light industrial activity in a small business park setting.

q) Promote meaningful conservation of the neighbourhood built heritage features while ensuring standards for health and safety are not compromised and that in doing so, potential for renewal and redevelopment are not precluded.

r) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses and institutions of this area. Promote housing development that will provide opportunities to meet with demographic and socio-economic needs of the Town. A full spectrum of built form and tenure is encouraged if “age-in-place” practice is to be realized.

4.19.5. RESIDENTIAL – GENERAL

a) Section 4.7 of the Town’s Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein.

b) Schedule “STV-2” designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections shall apply accordingly.

c) The Plan sets out to provide for initial areas of Low and Medium density residential and areas of mixed use (residential / commercial) to be situated in the “village core” area. Moreover, the Plan promotes a wide range of residential choice, including age-in-place opportunities, meeting with provincial intensification targets, support for village “core area” and in general, an environment that is conducive to being a highly walkable community.

d) The Secondary Plan provides for an overall targeted total of 879 units at plan “build out” including the existing 479 units. The new 400 additional units identified in this Plan will increase the existing population from 1240 persons to 2250 by adding approximately 1020 new residents to Stevensville over the long term. The 400 new residential units shall comprise approximately 70 new low density residential units, and 206 new medium and mixed use density

residential units. The new residential projection also accounts for the 124 units in existing registered or draft approved plans of subdivision yet to be developed. Intensification of residential densities within draft approved plans over and above the unit counts in this policy shall be permitted by zoning by-law amendment in accordance with other policies in this Section.

e) An appropriate level of affordable housing and senior citizen's housing shall be considered by the Town when reviewing development applications proposed within the Plan Area, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated or isolated in order to provide a more cohesive and inclusive neighbourhood. In doing so, the opportunities for age-in-place are also supported and extended to a broader socio-economic base.

f) The Town will consult developers regarding intensifying their existing draft approved plans of subdivision, provided the locations are suitable for increase and consistent with locational criteria defined under Section 4.19.6 g) and 4.19.7 d). An amendment to this plan will not be required.

g) For lands impacted by the Environmental Conservation Overlay, only through developer or landowner activity where there is an interest in advancing the underlying designation, and where an EIS has been required and approved, will actual development potential be confirmed. Recognition that impacts may affect ultimate unit yield shall be afforded to this Plan and the stated projections may change pending the outcome of the required study work.

h) Neighbourhood commercial uses may be considered in residential neighbourhoods provided they are in keeping with Section 4.7.4.2 of the Town's Official Plan.

i) Storm water management (SWM) facilities are essential for sustainable development, including residential areas. As such and given the exact size and location of facilities is determined after detailed engineering studies have been provided with development plans; SWM facilities shall be considered a permitted use within both the Low Density Residential and Medium Density Residential designations of this Plan. Appropriate zoning shall be applied as a part of the development process and once location and size have been finalized.

4.19.6. LOW DENSITY RESIDENTIAL

a) The lands designated on Schedule “STV-2” as “Low Density Residential” shall be reserved for single detached, semi-detached and duplex dwellings and uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall target of not more than 70% Low Density residential yield shall be anticipated within the Plan Area. In effort to achieve this target, lower density dwellings (detached, semi-detached and duplex) should comprise roughly half of all new development form/type. A Low Density range of up to 16 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify lower density housing stock.

c) Schedule “STVN-2” provides for approximately 70 additional low density units, not including those in existing registered and draft approved plans of subdivision (approx. 115 units) for an estimated total of 185 units over the long term. The yield reflects the existing lot fabric and anticipates retention of some larger existing residential lots. New or redeveloping lower density development can be expected to comprise smaller lot area and dimension. This will also make efficient use of infrastructure while broadening choice and affordability in the low density form over the course of the planning period.

d) Areas of Low Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.19.13.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

e) Existing Residential area lot fabric between Coral Avenue and Settler’s Cove, west of Stevensville Road, represents largely underutilized residential lands. The Town supports consolidation of property or a bound landowners group exploring the residential in-filling of this area with compatible residential development. Schedule STV-2 illustrates a conceptual road to be able to access and service these lands, however

alternative scenarios may be proposed that result in the ability to maximize the available lands within this area of the Plan

f) The Plan also designates Low Density immediately east and adjacent to the main body of United Empire Loyalists parkland. These lands are part of a larger parcel of land that is bisected by a tributary recently designated as part of the ”Stevensville Road Drain” under the Municipal Drainage Act. The drainage course represents a physical feature used in this instance to create a boundary between the Medium Density to the east. Low Density has been chosen for this location as a transitional or gradation of density between the Medium Density adjacent to the Mixed Use Core, and Open Space uses west of these lands, also representing the urban area boundary.

   Servicing feasibility and strategies will be required as part of any development application for these lands. Accessing the Low Density lands will require a cooperative and constructive approach with approval authorities. Relevant environmental impact studies will be required and Drainage Act provisions must be respected. The Town recognizes these lands (east and west of the tributary) as key residential development lands given the limited supply of available land within the Plan and Urban Area. Every effort to retain the longer term development potential of these lands is of interest to the Town.

g) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment having considered matters such as suitability and size of the site, proximity to arterial roads and core mixed use areas, parks and open space areas or in locations where such form can assist in mitigation and attenuation, such as residential lands adjacent to rail. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.19.5 d).

h) Lands designated Low Density lying on either side of Stevensville Road, south of the CN Rail line, that are part of a much larger agricultural land holdings, may seek consents using the urban area boundary as the devising limit. The Town would consider a consent for

that portion falling within the urban area to be in keeping with the Plan's intent and objectives. Services are presently available.

4.19.7. MEDIUM DENSITY RESIDENTIAL

a) The lands designated on the Schedule "STVN-2" as "Medium Density Residential" shall be reserved for multiple-unit structures (townhomes and apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall minimum target of 30% Medium Density residential unit yield shall be anticipated within the Neighbourhood. In effort to achieve this target, medium density dwellings should comprise just over half of all new development. A Medium Density range of 17 to 50 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.

c) Schedule "STV-2" provides for approximately 200 new Medium Density units, exclusive of any existing registered and draft approved plans containing multi-unit dwellings

e) Developers with existing draft approved plans of subdivision within the Plan Area will be encouraged to consider modifying their plans to incorporate additional medium density, having taken into account such matters as suitability and size of the site, proximity to arterial roads and core mixed use areas, parks and open space areas, or in locations where the subsequent built form can assist in mitigation and attenuation, such as residential lands adjacent to rail. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.19.5 d).

f) The Plan anticipates approximately 150 units to be developed in two or three low-rise (two or three storey) apartments in the medium density areas immediately adjacent to the village core area. These locations may also be suitable for seniors development that may provide for a level of semi-assisted or fully assisted senior accommodation. A variety of tenure (condominium, life lease and rental) is encouraged to provide broader choice.

Fully assisted or nursing home as an institutional use, shall be permitted in the Medium Density designation requiring only a By-law

amendment, without the need to amend this Plan. Development containing fully assisted senior care, in whole or in part, may increase density on the site to 75 units/ha. for that portion devoted to such use.

The remaining estimate of 50 units within these core shoulder areas are anticipated to be in the form of ground-based single and two storey street or block townhome development in a variety of tenures.

g) Areas of Medium Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.19.13.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

h) Maximum density of the lands located on the southeast corner of Coral Avenue and West Main Street, known municipally as 3801 West Main Street, shall be 32 un./ha. Site specific zoning shall provide regulation for this property as a whole. This property may be eligible for consent provided a zoning By-law amendment can be approved that is in keeping with the intent of the Town Comprehensive Zoning By-law as amended from time to time, and the combined overall density would not exceed 32 un/ha. Notwithstanding 4.19.7 i) herein, a severed parcel would be permitted to have a single or semi-detached dwelling, provided the severed parcel does not exceed 2 dwelling units in total. Site Plan Approval would be required for both severed and retained lands.

i) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

j) An amendment to this Plan will be required to justify Low Density residential development on lands designated as Medium Density Residential in this Plan.

k) Notwithstanding 4.19,7 a) and 4.19.7 i) to the contrary, a vacant lot of record may be used for a single detached residential dwelling if zoned for such use prior to approval of this Plan. Regulations for the single detached dwelling would need to meet with the minimum requirements of the previous zone.

4.19.8. CORE MIXED-USE

a) The lands designated as “Core Mixed-Use” on Schedule “STV-2” shall

be reserved for a variety of retail and office uses, as well as residential uses. The Core Mixed Use areas are shown on Schedule “STV-2” and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.

b) Section 4.8.1.III provides that Core Mixed Use areas will be identified through the neighbourhood planning process leading to a Secondary Plan for adoption into the Town’s Official Plan document.

c) The Town recognizes the cultural and community centre as being in the immediate vicinity of Stevensville Road and East & West Main Streets, including lands on the north side of Black Creek on Stevensville Road. The Community’s development origins trace outwards from this “village” core in the earliest days of the agricultural community’s beginnings. The retention of small town or village “feel” is a key objective of this Plan.

In light of the desired goal, the Plan identifies a “Core Mixed Use” designation that encompasses the “village” core area. It is within this “Core Mixed Use” designation that efforts be made to reinforce a pedestrian environment, conducive to smaller footprint commerce and tourism interests. Public realm enhancement and urban design are to be used in new development, both public and private, in order to further reinforce “character” in a manner that is complimentary. This does not mean replication of period architecture as a requirement, but rather as a consideration, together with such design aspects as pedestrian scale and massing of buildings, placement on the lot and landscaping treatments. The implementing zoning By-law will provide appropriate regulation to guide these objectives.

d) New development and re-development in the Core Mixed Use area should include provision of residential development together with at-grade commercial and/or second floor office space. Residential is preferred to occupy second or third storey space within the Core Mixed Use designation, however the implementing By-law may provide for adjoining residential to be situated at grade, provided it does not detract from the primary at-grade commercial purpose and use.

e) There are opportunities for new development and building additions on a number of properties within the Core Mixed Use designation that will assist in better defining a street-wall, in what can be described as an

incomplete or permeated streetscape; this is more the case for properties on the north side of Black Creek.

Over time, building and property owners are encouraged to make such modifications to increase the commercial density without need for expanding the designation. Increased street-front building presence will aide in creating the downtown or village environment where an increased pedestrian presence is both anticipated and expected.

f) Existing stand-alone dwellings shall be permitted to remain while new residential stand-alone dwellings will not be permitted, with limited exceptions, such as replacement due to fire.

g) The Core Mixed Use designation primarily represents the traditional commercial core area, its associated residential components and shouldering period residential building stock. The Town recognizes this village setting as being of fundamental value to the residents of the community. Efforts to retain and enhance this village setting with a pedestrian orientated public realm are of primary interest to all stakeholders.

h) The Town may wish to consider undertaking an urban design guideline study, depending on available funding opportunities or partnerships.

Until such time that Urban Design Guidelines may be approved, the following site design and urban design principles / guidelines should be acknowledged in submission and review of new development applications within the village Core Mixed Use designation:

<u>Stevensville Core Mixed Use Area</u>

i. Buildings existing in the core area are generally characterized as having been one of two distinct built forms. Firstly, “purpose built” commercial or institutional uses of earlier years and secondly, residential buildings, some of which have been modified or adapted with commercial false front façade additions as the commercial expanded into the neighbouring residential properties. Building setbacks vary under present circumstances and it is desirable in the mixed–use designation to bring the building stock forward to the street line when the opportunity is available to do so.

ii. Not all buildings hold potential for expansion or modification, in which case, any adjacent properties undertaking such changes shall have regard for neighbouring building existing (constructed) setbacks. Core Mixed Use zoning implemented elsewhere in the Town have typically recognized existing historical downtown environments with zero front and side yard setbacks.

iii. Stevensville's core area was not constructed in the same manner and most (not all) of the current building stock within the Core Mixed Use designation do have front and side yard setbacks similar to that of contemporary residential standards. Consideration shall be given to the implementing By-law for this new Mixed Use environment to further reduce setbacks and allow expansion for commercial purposes. While the implementing By-law may or may not create a zero setback environment, it should improve available building envelopes to enable forward placement of buildings or expansion on a lot. However, new buildings should attempt to transition through an average setback of adjacent buildings to the front lot line, unless the existing setback is greater than 6m, in which case 6m should represent a maximum setback for new commercial construction.

iv. New buildings purpose built for restaurant or tavern use may be allowed to setback for the purposes of creating patio space as part of their planned operations. Regardless, setbacks of more than 6m are discouraged to limit a punctured appearance of the street wall.

v. New or re-developed buildings within the Core Mixed Use designation should maintain an appropriate pedestrian scale within a village context and therefore buildings are strongly encouraged to provide a minimum of 2 storeys and a maximum of 3 storeys with "at-grade" retail/commercial floor space adjacent to the front lot line for the main level and being accessible from the street. At least one upper level should provide for residential dwellings. Office uses can comprise a second floor of a 3 storey building.

xiv. Building materials selected for new or redeveloping sites should be of high quality and provide some elements that can be related to other existing built form or heritage architecture from within the

village core area. The village feel and character should be the first measure of design when new proposals are received and reviewed for permit or variance.

xv. Buildings located on street corners are encouraged to present exposed facades that are of high quality in materials and detail. Architectural detailing of same quality should be applied to both street frontages. Depending on internal layout and structural ability, windows are encouraged for all levels exposed to the public realm. Rhythm of window openings on upper levels should be a consideration in conjunction with efforts to maximize glazing at street level.

xvi. Ownership of the existing buildings within the Core Mixed Use designation are encouraged to maintain and enhance architectural attributes of buildings particularly those which reflect heritage components or elements that add to the authenticity of the village experience.

xvii. When considering site design for new or re-developing properties in the Core Mixed Use designation, residential parking in the rear or side yard in preferred and shall conform to municipal By-law requirements.

xviii. Properties and buildings not located directly on Stevensville Road within the Core Mixed Use designation are encouraged to maintain high quality appearance and curb appeal to assist in shouldering the core and to extend the ambiance of the village setting.

i) Bed and Breakfast establishments, as a Home Occupation, shall be permitted in existing detached residential dwellings within the Core Mixed Use designation, provided applicable zoning provisions can be met, including provision of adequate on-site parking and licensing.

j) New development in the Core Mixed Use designation shall provide at grade commercial uses and include a residential component. Owners of existing buildings with suitable upper levels that can be converted for residential use shall be encouraged to do so, subject to applicable zoning provisions such as parking and outdoor amenity area requirements.

k) The Town shall implement the appropriate zoning to reflect the Core

Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions.

l) The Town encourages the creation of a Business Improvement Area for the “Village” Core Mixed Use area that may, or may not; extend to include all Core Mixed Use and Gateway Highway Commercial lands along the Stevensville Road.

m) The Town shall seek to implement and administer incentive programs to assist eligible properties within the Core Mixed Use area with programs such as Facade Improvement, Signage Improvement and potentially Interior Renovation for Conversation to provide for additional residential.

n) Any existing buildings subject of conversion or addition for the purpose of mixed use shall require Site Plan Control and be subject to inspections to ensure Ontario Building and Fire Code Standards are being met.

o) The maximum height for new construction/buildings within the Core Mixed Use designations shall be 3 storeys (12m)

p) Drive-thru facilities associated with restaurants, banks or any other type of commercial dispensary shall be prohibited within the Core Mixed Use designation. Commercial operations using drive-thru services will be encouraged to locate in the “Gateway Highway Commercial” area north of Eagle Street.

q) Residential associated with Core Mixed Use shall not be subject to minimum or maximum density range. Residential components will, however, be subject to minimum standards for dwelling unit sizes and any other applicable zoning requirements identified in the implementing zoning by-law, including being within a mixed use building that has a maximum 3 storey (12m) height maximum.

r) Commercial and residential floor space within the Core Mixed Use designation shall be subject to the general provisions of the Town’s Comprehensive Zoning By-law as amended from time to time.

s) The Town supports cultural festival activities within the Core Area as a means of stimulating commercial activity and community building.

t) New automotive related uses are not permitted in Core Mixed Use areas and shall be encouraged to locate in the Stevensville Gateway Highway Commercial area.

u) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

v) The lands located at 2596 Stevensville Road shall be permitted to have non-automotive repair and similar uses, subject to site specific zoning to regulate accordingly.

4.19.9. COMMERCIAL

a) The “Commercial” areas are shown on Schedule “STV-2” and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.

b) There are two smaller areas of Commercial designation lying in the southern Plan Area along Stevensville Road that have traditionally supplied automotive type highway commercial uses. These commercial uses are being retained in the Plan. Consideration of the long term use as commercial in this location, towards a more compatible residential designation may be of interest to the property owners or Council.

Such consideration would require amendment to this Plan and an Environmental Site Assessment on the suitability of the lands to be used for a more sensitive land use. A Record of Site Condition would also be required prior to such an amendment being considered.

Should consideration be given to re-designating and redeveloping these commercial sites, further consideration may be given to Brownfield CIP incentives should remedial works be required.

c) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.9.1. STEVENSVILLE “GATEWAY HIGHWAY COMMERCIAL”

a) The “Gateway Highway Commercial” area are shown on Schedule

"STV-2" shall generally be governed by the policies of Section 4.9.4 unless otherwise defined under this section

b) In light of the potential highway lying immediately north of the community, the development of more contemporary auto-friendly commercial site design and operation are directed to locate within the Gateway Highway Commercial area where sites are capable of providing for the intended design need and will cater to local population, employment lands workforce, tourism and commuting or transient public.

c) The designated area provides larger parcels of land capable of developing in a more contemporary highway commercial context, with auto-oriented commercial businesses and on-site parking. The Town recognizes this distinction, which separates itself from the pedestrian oriented Core Mixed Use area established for the traditional village core of Stevensville. The policies of this section intend to support that distinction.

d) The "Gateway" Highway Commercial area is a term coined by the Community Focus Group to describe a desirable impression when entering Stevensville. Whether remaining as presently configured, or as part of a perception generated as a result of potential highway off-ramping leading into this commercial environment, the term "Gateway" is being used in a land use context and does not represent municipal naming preference. It is simply used to provide description and describe location for this urban area entry point.

Should the future highway come into being, the commercial significance and range of consumers attraction can be expected to increase accordingly.

Commercial development occurring in the Gateway Highway Commercial designation shall have regard for transportation policies; particularly policy 4.19.14.1.

e) Commercial development within the Gateway Highway Commercial area is encouraged to cluster and share access points from Stevensville Road for improved safety and traffic control management.

f) All development within the Gateway Highway Commercial area will require on-site parking, consistent with the general provisions of the Town's comprehensive zoning by-law.

g) No less than 15% of the zoned commercial lot area shall be comprised of landscaped open space including planting strips with a focus on providing landscaped areas and enhanced treatment along the street frontage.

h) Commercial operations that utilize drive-thru facilities as part of their operations would be permitted within the Gateway Highway Commercial area provided the design of such facilities does not impact on functional driveway and roadway operation. Site Plan Control shall ensure adequate maneuverability, stacking provision and placement does not create conflicts or interfere with site ingress and egress.

i) Drive-thru operations shall be required to address such matters as visual and aesthetic impact on adjacent properties through site plan submission of building elevation drawings in conjunction with landscaping plan detail and matching elevations.

j) As the road servicing the Gateway Highway Commercial area is under regional jurisdiction, the Region of Niagara shall be consulted in the preparation of Urban Design Guidelines with respect to their road allowances.

k) Pending the outcome of future Phase 2 EA Highway Corridor study, the Town may wish to consider developing Urban Design Guidelines to unify an overall Commercial Gateway image. Such guideline development will be subject to budgetary allocation.

l) Until such time that Urban Design Guidelines may be approved, the following site design principles / guidelines should be acknowledged in submission and review for new development applications within the Stevensville Commercial Highway Gateway area:

    i. Recognizing that considerable commuter and tourist vehicular traffic will continue to exist as a component of the overall consumer base, efforts to balance the need for access and parking with those of purely active transportation in origin must be given careful consideration;

    ii. Provide opportunities for buildings to extend towards the street frontage with provision of clearly identifiable pedestrian linkage and access to the site and buildings from the roadway;

iii. High quality building materials should be used for all facades with material, colour change and surface relief employed to visually break up large wall space.

iv. Ample glazing should address the road and parking areas with articulating features such as awnings and bump-outs used to identify building or unit access points

v. A variety of compatible colour and finishes should be considered for multi-unit commercial buildings;

vi. Parking areas are encouraged to be located at the side and towards the rear of new commercial development, so as to not diminish pedestrian accessibility from the roadway. Despite this commercial area's auto-friendly acceptance, pedestrian movement should not be compromised. Providing appropriate pedestrian linkage from the surrounding commercial, employment and village areas is an important component, as not everyone accessing this commercial area will do so by motor vehicle. All areas within the Secondary Plan, including the Gateway Highway Commercial area, should be considered part of the walkable neighbourhood.

vii. Loading areas should be located at the rear of buildings;

viii. Inter-site connectivity through mutual easements and agreements for vehicular and pedestrian traffic is encouraged to limit the amount of vehicular access points required from the regional roadway;

ix. Incorporating site furniture such as benches and bicycle racks should be provided for;

x. An enhanced landscaping treatment along street frontages and pedestrian routes is required. Other treatments such as low, decorative fencing in combination with landscape plantings may be used to demarcate outdoor patios, but are discouraged for property demarcation;

xi. A minimum of 15% landscaped open space for the properties in the Gateway Highway Commercial area is required and should focus and direct landscaping towards the street frontage;

xii. Pylon and pole signage should be contextually sensitive. Multi-unit commercial tenants are encouraged to utilize clustering on a single shared pylon or pole sign.

xiii. Drive-thru operations should be designed to address such matters as visual and aesthetic impact on adjacent properties and public road allowances.

m) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.10. EMPLOYMENT LANDS (INDUSTRIAL)

a) The development of employment lands in Stevensville will significantly contribute to the long-term sustainability as a complete community. In this respect ample designated employment lands have been provided for in Stevensville within the urban area boundary. These employment lands can take advantage of quick direct access to the QEW, existing rail corridor and future MTO corridor.

b) To further promote the development of Stevensville employment lands, eligible employment development can utilize incentives offered through the Town's Gateway Economic Zone Community Improvement Plan.

c) Industrial development occurring in the northeast area of this Plan shall have regard for transportation policies, particularly policy 4.19.14.1.

d) Policies of Section 4.10 shall apply to all Industrial lands within the Stevensville Secondary Plan Area. Section 4.10 provides general comprehensive policy coverage for Industrial lands within the Plan Area and shall be relied upon for guidance when development is being considered.

e) Notwithstanding the policies of Section 4.10:

i. Industrial lands with an Environmental Conservation overlay south of the C.P Rail, as shown on Schedule STV-2, shall develop for prestige and/or light industrial uses. Development shall be subject to the Natural Heritage policies of Section 8 and the types of

Industrial uses shall comply with the D6 Guidelines of the Ministry of the Environment; and

ii. New Development of the Industrial lands just east of Stevensville Road, south of Eagle Street and north of CP Rail, as shown on Schedule STV-2, shall comply with the D6 guidelines relative to Institutional and Medium Density designated residential lands south of the CP Rail right-of-way.

iii. Outside storage of materials or goods shall only be permitted in areas screened from residences or public realm and the nature of the storage does not cause compatibility issues to more sensitive lands uses.

f) New development shall be subject to Accessibility for Ontarians with Disabilities Act, 2005 and any relevant Regulations made thereunder concerning full accessibility and barrier free design where required.

g) Lands designated Industrial lying south of the CP Rail lands, east of Winger Road are part of a much larger agricultural land holding. The Town would consider a consent for that portion falling within the urban area to be in keeping with the Plan's intent and objectives. Sanitary sewer is available in the road allowance; however a municipal water supply or potable water supply solution would still be required prior to any Site Plan or construction approvals.

4.19.11. **INSTITUTIONAL**

a) The lands designated on Schedule "STV-2" as "Institutional" recognize the existing institutional uses established within the Secondary Plan Area. The designation within the Plan Area shall be reserved for a variety of public and institutional uses and be generally governed by the parent Official Plan policies of Section 4.12.

b) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.12. **OPEN SPACE**

a) The lands designated as “Open Space” on Schedule “STV-2” shall be reserved for a variety of active and passive recreational use and other open space uses. The policies of Section 4.13 shall generally apply to lands designated as Open Space.

Lands identified under an “Open Space” designation within the Stevensville Secondary Plan Area are further defined as provided for below.

4.19.12.1. OPEN SPACE – PARKS (COMMUNITY, NEIGHBOURHOOD AND SPECIALIZED)

a) The Town of Fort Erie’s Parks and Open Space Master Plan shall serve to generally guide the appropriate location and effective service area distribution for parks within the Secondary Plan Area.

b) Parks are shown on most Schedules of this Plan. The location and general size of parks, based on the current Master Plan, have been relatively satisfied in terms of proximity to residents and service areas. Minor additions may be considered for the park space at Memorial Hall and Memory Park.

c) Developers can expect cash-in-lieu as the alternate to parkland dedication will be the primary method of satisfying dedication requirements for new development under the Planning Act. This may not always be the case, however, since the majority of the community is in a built-up or approved status, parkland service locations and coverage area are already in place and defined.

d) Amenities provided or planned for the various parks within this Secondary Plan shall be in keeping with those identified under the Park and Open Space Master Plan.

e) Town owned parks fall within three classifications as stated in the Parks and Open Space Master Plan. The following policies are intended to identify objectives of the Town as it relates to:

Community Parks

i. United Empire Loyalist Park is classified as a Community Park and also fulfills the role of Neighbourhood Park in that most residents make use of “Stevensville Mini Park” being unaware that it is in fact part of the United Empire Loyalist Community Park complex. Since this portion of the park is south of Black Creek and situated along West Main Street, this southern portion has provided for a Neighbourhood Park component.

The vast majority of United Empire Loyalist Park is not within the Secondary Plan Area (Urban Area Boundary), however, being immediately adjacent, its role in serving Stevensville and the broader community is, by extension and regardless of the urban boundary, considered a Stevensville community asset, capable of hosting larger organized field and sporting events.

Similar to the “Stevensville Mini Park” identifier, the larger park portion accessed from Ott Road, is commonly referred to as “Ott Road Park”. This again, is all part of the United Empire Loyalist Park complex, which is classified as a “Community Park”.

Neighbourhood Parks

i. In addition to the portion of United Empire Loyalist Park, locally known and referred to as “Stevensville Mini Park”, which services the western end of the community, Stevensville Memorial Park (at the Library and Hall) provides for a Neighbourhood Park space in the eastern half of the community.

ii. The Secondary Plan has identified a small addition to Stevensville Memorial Park, immediately east of Climenhage Street. The Town deems this parkland addition as desirable and will seek opportunities for further addition should the opportunity be presented in future.

Specialized Parks

i. Memory Park is a Specialized Park located on Stevensville Road, immediately adjacent to Black Creek on the north side. This park space is centrally located and has been the benefactor of service group donations for improvement in past. The Town supports

continued effort to improve this park space, by making use of the full site area, which extends farther back from the Stevensville Road than presently utilized.

ii. A longer term goal of creating and constructing a recreational trail system along the north side of Black Creek is envisioned. The trail would extend the distance of the community and run through Memory Park. Such a connection will make the park space more accessible to the broader public and serve in a capacity as a hub or transitional point between the village or civic culture and that of the active/passive recreational culture associated with the trail's use.

iii. Establishing a specialized park that serves as a civic square or civic space may be considered within the village core area. Options on the feasibility of a civic square, which may include Memory Park or the available space in front of the Memorial Hall, will be part of the 2016 Parks and Open Space Master Plan review process.

iv. Open Space lands located east of Stevensville Road along the north side of CN lands are generally removed from open view and access from road or walkways. During the Parks and Open Space Master Plan review, consideration on developing these lands or part of these lands for use as a "dog park" may be considered.

4.19.12.2. OPEN SPACE – TRAIL AND LINKAGE

a) The Town supports linkage opportunities that assist in providing improved pedestrian connection and access to points of interest such as, but not limited to, the village core area, Memory Park, United Empire Loyalist Park, Stevensville Public School, Memorial Hall and the Library. When considering Stevensville's present built environment, the most suitable location for establishing additional pedestrian linkage is on lands along the north side of Black Creek.

b) The Town shall make every effort to ensure publicly accessible linkage opportunities are protected and accessible when new development or re-development is proposed within the Plan Area.

c) Trail development through select Environmental Area designations identified on Schedules STV-3 and STV-3a is considered desirable by the Town. The Town may pursue trail network connectivity where feasible to do so, in consultation with the Niagara Peninsula Conservation Authority and/or MNR, in effort to provide for an enhanced open space network within a variety of different natural settings for natural heritage education and passive recreational enjoyment.

d) The Town may consider, acquire or become the benefactor of land for linkage purposes; however, the Town is under no obligation to purchase or accept lands for linkage that, in the opinion of the Town, does not serve to provide opportunity for long term continuous or contiguous connection. Linkage opportunities will be reviewed on an ongoing basis by the Town during secondary planning and individual application submissions.

e) The multi-use trail shown on the Schedules of this Secondary Plan is conceptual. The Town shall work with all relevant departments and agencies in determining a more definitive location.

f) Implementing the planned trail along the north side of Black Creek is anticipated to be done incrementally through development applications, donation or planned purchase, when within financial means of the Town to do so. Until such time, alternative locations for linkage may be used. For example, where the trail is shown on the immediate west side of Stevensville Road, an alternate location may be located along Pirson Street until such time that the Town is in a position to secure the long term connecting link. Conceptual trails shown across privately owned/occupied lands does not imply expropriation.

g) Linkage opportunities are represented on Schedules STV-3, 3a and 4 of this Plan and illustrate a preferred series or network of connection. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved, un-paved and naturalized trails systems.

4.19.13. NATURAL HERITAGE

4.19.13.1. GENERAL

a) Policies of Section 8 shall apply to all Natural Heritage resources within the Stevensville Secondary Plan Area. Section 8 provides comprehensive policy coverage for all relevant environmental features within the Plan Area and shall be relied upon for guidance when development is being considered in, or within defined proximity to environmental features or sensitive areas.

b) Determination of any natural feature boundaries or environmental study requirements will be identified/confirmed during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions in cases where the lands are regulated under the Conservation Authorities Act, as administered by the Niagara Peninsula Conservation Authority, and in accordance with Section 8 of the Official Plan.

c) Determination of EIS requirements shall be based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.

d) There may be unique circumstances that need to be recognized as a result of existing conditions, such as existing dwellings within wetland buffers and lots of record within hazard lands. Any such unique circumstances will be identified and discussed if and when a planning application or building permit application is filed with the Town and/or having been identified during pre-consultation. Determination of the applicable approval authority will be dependent on the nature of the existing condition and the environmental designation or constraint impacted. The MOU will be referenced in determining approval authority.

Lands impacted by natural hazards regulated by the NPCA will be subject to regulatory controls under the NPCA's "Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" (O.Reg 155/06), as amended from time to time.

e) Schedule STV-2 of the Stevensville Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules STV-3 and STV-3a, and are further broken down to

illustrate the specific natural feature or hazard land components.

f) The Stevensville Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule STV-2. Development may be permitted in an Environmental Conservation Area subject to an EIS having been conducted and the Terms of Reference approved prior to initiating the EIS by the applicable approval authority.

g) Schedule STV-3a of this Plan identifies a creek tributary crossing Stevensville Road lying just south of the CNR Right-of-Way. This tributary is identified by NPCA as Type 1- Critical Fish Habitat and traverses lands designated as Low Density Residential by this Plan. Any development activity in this area shall comply with the 30m setback provisions from top of bank in order to protect fish habitat. Should the NPCA identify any wetland features along the tributary, the wetland regulations of the NPCA shall apply.

The NPCA shall be consulted with respect to any development on these lands.

h) Policy 8.8.1.XXIV shall be referenced for direction regarding the relationship between existing draft approved plans of subdivision and natural heritage features.

4.19.13.2. ENVIRONMENTAL PROTECTION AREA

a) Environmental Protection Areas are comprised of Provincially Significant Wetlands (PSW's) and lands subject to natural hazard conditions as described in Section 8.2.4.

b) PSW's are identified on Schedules STV-2 and STV-3. All PSW's are designated as Environmental Protection.

c) The Plan Area contains several locations where PSW's are identified. Most are associated and defined along the shoulders of the Black Creek drainage course with several truncated sections resulting from the longstanding road networks. The only other wholly contained PSW is found in the northeastern portion of the Plan, which is surrounded by designated Industrial land. Any remaining PSW's are typically found outside of the Plan Area, however, may influence lands within the Plan with respect to setbacks for development. 30m of adjacent lands from

PSW's lying just outside of the Secondary Plan limits are shown on Schedule "STV-3" to this Plan.

While it is recognized by NPCA that the common threshold for an EIS requirement adjacent to a PSW is 30m, the NPCA may request an EIS to demonstrate no negative effects on a PSW within 120m of adjacent lands, depending on the nature of the development.

d) The Ministry of Natural Resources (MNR) establishes the boundaries of wetland features and considers the evaluations to be open files. Property owners who wish to have wetland boundaries re-evaluated have the opportunity to do so in consultation with the MNR. The NPCA will provide guidance to the owner in establishing discussions with local MNR representatives if desired. Property owners should recognize that wetland features may change over time and may increase or decrease in size and will be evaluated as such by the MNR. The NPCA regulates identified wetlands under the Conservation Authorities Act.

e) Schedules STV-2 and STV-3 illustrate the PSW features and the 30m adjacent land limits associated with the feature. Development within the adjacent land is regulated by the NPCA and generally not permitted unless approved by the NPCA.

f) The 30m adjacent to the PSW's is represented by a line on the Schedules and also illustrates an underlying land use designation. This underlying land use designation does not constitute or secure development rights or potential without pre-consultation with the NPCA and Town on a supporting EIS and the EIS having been completed and accepted by the NPCA.

g) Notwithstanding paragraph a) and c) herein, Section 4.19.13.1d) recognizes there may be unique circumstances for existing development in PSW adjacent lands, in which case, the need for an EIS will be determined through consultation with the Town and NPCA and will be subject to NPCA regulations in effect, as amended from time to time.

h) Natural Hazards are reflected on Schedules STV-2 (contained within the Environmental Protection designation) and further broken down on Schedule STV-3 and STV-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Stevensville Secondary Plan Area.

i) There may be instances where the Environmental Protection Area designation limit is the result of NPCA defined areas requiring further study to confirm actual limits. More specifically, areas where slopes have been identified as being in excess of 3:1 and greater than 3m in height from top to toe. Where such areas exist in defining the EPA limits shown on this Plan's Schedules, studies to determine "stable top of slope" may be requested to confirm limits of development in relation to the slope as identified. Any required modification to the limits of the Environmental Protection Area as a result of study findings will not require amendment to this Plan or the Zoning By-law.

4.19.13.3. ENVIRONMENTAL CONSERVATION

a) Environmental Conservation Area designation comprises wooded areas over 2.0 ha. and the most sensitive of natural areas identified by the Town's Natural Areas Inventory. The Environmental Conservation Area designation is an overlay and is shown on Schedules STV-2, STV-3 and STV-4.

b) When an EIS is required, the Region's guidelines will be followed. The guidelines contain requirements and procedures for scoping and waiving studies. The applicable approval authority shall have regard for the requirements, to simplify the approval process while allowing development that safeguards the natural environment.

c) A Tree Preservation Plan may be required to implement the recommendations of an EIS, or to protect trees identified as worthy for protection. Requirements for a Tree Preservation Plan will be identified in conditions of draft plan or site plan approval.

4.19.13.4. ENVIRONMENTAL CORRIDORS

a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule STV-3.

b) Schedule “C” of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Stevensville Secondary Plan Area contains one such corridor, which is directly associated with the Black Creek tributary.

c) There is a considerable amount of existing development along portions of these Environmental Corridor routes within the Plan Area. Where feasible, any proposals for new development may be requested to address how these routes could receive enhancement to assist in wildlife movement.

4.19.14. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT)

a) “Transportation Systems” is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Stevensville Secondary Plan Area. These include, but are not limited to, Rail, Road, Future Highway, potential Transit service and Active Transportation infrastructure (either planned or existing sidewalks, bicycle lanes & trails)

b) Transportation systems are shown on Schedule STV-4 of this Plan

c) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required and prioritizing maintenance, construction and improvement will be considered

annually through capital budgeting, and through development application activity.

d) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects and work cooperatively when jurisdiction over transportation infrastructure is not solely with control of the Town.

4.19.14.1. "PREFERRED CORRIDOR" FUTURE 400 SERIES HIGHWAY

a) The Provincial Government is undertaking an Environmental Assessment (EA) to establish a Preferred Corridor and Right-of-Way for a 400 Series Highway connecting link between Highway 406 in Welland and the QEW between Netherby and Bowen Roads. Schedule STV-4 of this Plan illustrates the conceptual corridor as requested by the Town of Fort Erie Council, to be reflected in Regional Policy Plan Amendment No.6 and Phase 2 of the Provincial Niagara to Greater Toronto Area (N-GTA) Transportation Strategy when initiated.

b) Further EA study work (a Phase 2 undertaking) has been identified as a "next step" in this Provincially led process to identify a 170m Right-of-Way within the "corridor", which location could be adjusted, however, no associated timeline has been made available.

c) At a higher level conceptual stage the Town supports this planned highway. Until such time that the Province acts to advance the required Phase 2 EA study and any subsequent corridor protection designation, and policy directives being implemented at the Regional level respectively, the Town will give consideration, to the best of its ability, on matters relating to any potential development activity in proximity to the identified corridor. In doing so, the Town may circulate development applications to the Region as a courtesy for comment, with the understanding that without corridor protection policies in-place, development activity and property owner rights have to be taken into account in processing applications for development.

d) For the purposes of this Secondary Plan, The Town envisions a full interchange being planned for Stevensville Road. Such an interchange

would be extremely beneficial to the Employment lands within the Community and provide for general economic growth as a result of improved accessibility for all forms of commuter related traffic entering or passing through the community.

4.19.14.2. ROAD NETWORKS

a) Further development of the road network within the Stevensville Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan.

b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.

c) The existing road networks within the Plan Area are generally developed in terms of travelled passage. The historical nature of the community was one of a rural crossroads community with subsequent development occurring in layers from Stevensville Road and East & West Main Street.

d) There are generally four categories of roadway hierarchy in the Plan Area (not including the potential future Provincial Highway). These would be defined as:

- Regional Arterial Road (Stevensville Road)
- Town Collector Roads (East & West Main Streets and Winger Road);
- Industrial Roads (Eagle Street); and
- Local Roads (all remaining)

e) While there are no “private” roads within Stevensville currently, it can be anticipated that private road development may be introduced at some point in future. Such roads typically are associated with compact condominium type development and are permitted within the Town. In light of public road allowances located north of Black Creek that access Stevensville Road that are generally reduced in width (reflecting more of a laneway status), such roads may be permitted to extend as private roads to access and service available development lands beyond the existing development lining Stevensville Road. Any such private road development permitted shall remain the responsibility of the ownership for continued maintenance and upkeep, both at surface and sub-surface (primary services).

f) In support of creating a pedestrian friendly environment within the newly designated Core Mixed Use area of the village core, the Town shall request regional cooperation in design of Stevensville Road that is in keeping with “Complete Streets” policy in a contextually sensitive manner. Such consideration shall include on-road bicycle lanes, on-street parking to service commercial within the core, traffic calming measures and strategies for traffic control beyond the core area that will contribute to speed reduction prior to entering the core. This may include signalized intersection(s), traffic circle or simply 4-way stop control. Safety is a concern on all roadways within the Plan Area with the highest priority placed at this location (Stevensville Road in the village core) given the volume of vehicles using Stevensville Road.

g) Schedule STV-4 illustrates the road network within the Plan Area and any new development application shall have regard for ultimate road allowance widths (as identified in Section 12.7.4 and any regional requirements as conveyed in the Region’s Official Plan) in design and zoning setback regulation.

h) The Region of Niagara determines ultimate road allowance width for roads under its jurisdiction. The Region will be circulated with respect to any application for development along Stevensville Road, at which time final determination on provision of any widening requirements will be identified.

i) Town collector roads seek to establish an ultimate width of 23m and local roads are to seek a 20m road allowance. It is recognized these desired widths may not always be practical or obtainable. Determination of municipal road widening will be reviewed by the Town at the time of application submission or during road reconstruction/improvement projects.

j) The Plan illustrates “conceptual” roads on portions of the Plan. These conceptual roads are provided as a guide for the purposes of demonstrating efficient use of potentially developable land. Any proposals for areas where conceptual roads are shown may supply alternate designs, however, development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. An amendment to this Plan would not be required.

k) Road widening and daylighting requirements shall be in keeping with the policies of Section 12.7.4.

l) New road connections should be aligned with opposing roads or major driveways whenever possible.

m) New road intersections and driveways connecting to Stevensville Road shall require Regional approval.

4.19.14.3. ACTIVE TRANSPORTATION

a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).

b) Schedule “STV-4” illustrates components of the Active Transportation Network for the Stevensville Secondary Plan.

c) Components of active transportation include on-road cycling lanes, off-road paths/trails and a contextually sensitive neighbourhood sidewalk system within the Plan Area to facilitate a safe and healthy alternative to vehicular travel and reliance.

d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.

e) Frequent destinations or points of interest, such as the library, school, parks and village core area should be given priority for connection when considering annual budget allocation. Connections that would support access to transit routes may also be considered where feasible.

f) Where applicable, applications for development will be required to address and demonstrate how plans may integrate and provide for the necessary infrastructure to facilitate active transportation in relation to the overall network illustrated on Schedule “STV-4”.

g) Consideration shall be given to provision of active transportation infrastructure contained within regional and local roadways during major reconstruction projects, including bicycle lanes as identified by regional cycling master plan and shown on STV-4. This would include

consideration to their addition at the time of any re-surfacing projects (relating to bicycle lanes additions)

h) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides. Council may consider single side locations in part or in whole following departmental review and recommendation.

i) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

j) The Plan Area contains natural environment features that may be suitable for accommodating pedestrian trail linkage. Opportunities to enhance the overall pedestrian network with visual variety in a diversity of settings shall be encouraged. The NPCA will be consulted when trails are proposed in regulated areas. Efforts to connect east and west ends of the Plan Area with a recreational/educational trail is of interest to the Town. A conceptual recreational trail to serve in this capacity is illustrated on Schedule STV-4.

k) Any trails associated with, or located in, Natural Features and Open Space areas (excluding some park designations) shall not be lit, thereby assisting in a nocturnal wildlife corridor function.

l) Type of surface materials used on trail linkage in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.

m) Wherever possible, the Town and Region will work cooperatively in establishing linkage to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation users. In Stevensville's case, effort shall focus on incremental implementation and support for municipal transit (to bridge geographic gaps) and on-road bicycle lanes on Stevensville Road, as identified in the Region's Cycling Master Plan.

n) Active Transportation and Public Transit use are complimentary modes of transportation. Wherever feasible, provision of pedestrian linkage to established transit routes shall be encouraged.

4.19.14.4. PUBLIC TRANSIT

a) Conventional transit service is not presently provided to the Stevensville community. Community Focus Group participation in the development of this Secondary Plan have voiced transit service provision as high priority and until such time that population and employment densities increase, making it more sustainable and financially feasible to extend conventional service to Stevensville, this Secondary Plan shall have regard for implementation in the context of "future" transit provision.

b) Stevensville is presently provided with municipal "Accessible Specialized Transit" service and the Town supports its continued operation separate to that of a desired "conventional" transit service being established.

c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional routes that may, or may not supplement a level of transit connection from Stevensville to the Fort Erie urban area, in addition to that of its primary and intended inter-municipal service.

d) Although not shown on Schedule "STV-4", and considered to be a longer term objective, the Gateway Highway Commercial area should be promoted for a regional transit hub with local transit connection when regional service levels are capable of expansion. This would also provide the Ridgeway and Crystal Beach Neighbourhoods with a more direct alternative to accessing regional transit service without having to travel to the current regional hub at Thompson and Garrison Road (Walmart). Such consideration may also elevate or expedite local transit service implementation and connection to the Stevensville community.

e) Conceptual local transit routing and potential transit stops are illustrated on Schedule "STV-4", the location of which, supports the

land uses shown on Schedule STV-2. An amendment to this plan shall not be required to modify or change routing or stops.

f) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.19.15. **PARKING**

a) The majority of the Secondary Plan Area is largely low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic.

b) The Town shall monitor on-street parking throughout the community and may recommend restrictions to alleviate any safety issues if deemed appropriate.

c) When streets with sufficient road allowance width are identified for reconstruction, consideration will be given to the provision of a full parking lane on at least one side of the street wherever feasible.

d) The Town shall work cooperatively with the Region when capital projects are being designed and undertaken within the Mixed Use Area. The Town seeks to create a pedestrian environment that would include “on-street” parking within the core area and as a result, encourage the region assist in this goal.

e) Any new municipal or private parking areas shall be designed and constructed in a way that provides adequate screening and landscape buffering where abutting residential properties.

f) Parking in the Gateway Highway Commercial area will be required on-site for commercial development, taking into account any approved urban design guidelines when commercial site design is first being considered.

g) Landscaped areas will be requested for large parking lots. Landscaping requirements shall be focused along the road frontages and shall provide for generous landscaped buffering and planting strips between the

roadway and parking areas, using high quality materials and plant stock. No less than 15% of the lot area shall be comprised of landscaped open space including planting strips.

h) Parking area lighting shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided.

i) As the Region maintains control over access (ingress/egress) to Stevensville Road, developers of lands within the Gateway Highway Commercial area are encouraged to consider inter-lot connections by way of mutual access easements and agreements.

4.19.16. CULTURAL HERITAGE

a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.

b) The Town recognizes the setting and cultural heritage of Stevensville as being that of an agricultural origin. Residents of the community have expressed their desire to maintain the small town or village “feel”.

c) In developing Urban Design Guidelines for Stevensville’s village core, the Town will seek to ensure guidelines address cultural and historical elements that should be maintained and enhanced in effort to strengthen the image and village character sought by residents.

d) Council may consider periodic recommendations from the Fort Erie Museum and Cultural Heritage Advisory Committee concerning property/structure designations.

e) The Secondary Plan presently does not have any designated heritage properties. Two properties (3 structures) have been identified as being of interest and subsequently added to the Municipal Registry for potential or future designation. The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.

f) The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Stevensville's built heritage and from time to time, may recommend for Council's consideration, properties for addition to the Municipal Registry following the Committee's more detailed review of community building stock.

g) The Stevensville Secondary Plan Area contains areas of archaeological potential. New development proposals may require an archaeological assessment study prepared by a qualified individual or firm to accompany any such development application. The parent Official Plan Schedule 'D' - Cultural Heritage Archeological Zones of Potential identifies areas subject to this requirement. Need for any such study shall be confirmed through mandatory pre-consultation prior to any application submission.

4.19.17. MUNICIPAL SERVICES

a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.

b) Municipal services such as sanitary and storm sewers, stormwater management facilities and municipal drainage will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Stevensville Secondary Plan Area.

c) Based on findings of the 2010 Waste Water / Stormwater Master Plan study *(XCG Consultants Ltd.)*, no immediate servicing concerns respecting sanitary capacity of the sewer network for the Plan Area were identified.

d) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10 year capital projects budget.

e) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.

f) Existing municipal water supply is currently available to service the Plan Area. All new development may be required to loop watermains wherever opportunity exists to do so.

g) The Region of Niagara has completed a B Class Environmental Assessment on a portion of lands designated for Medium Density Residential on Schedule STV-2. On completion of the Environmental Assessment, the Town may redesignate and rezone the final limits to reflect the use through housekeeping amendments. The Town may simply choose to rezone without an amendment to this Plan.

h) There are presently no restrictions to development within Stevensville under current water supply conditions. The expansion is to secure water supply for Stevensville and Douglastown over the long term.

i) All new development within the Secondary Plan Area shall be developed with full municipal services with exception of minor in-filling through consent on roads serviced by open ditch and rural cross section.

j) Servicing the lands north of Black Creek, west of Stevensville Road will require tributary (Stevensville Municipal Drain) crossings for public or private roads, water and sanitary sewer. The Town shall work cooperatively with approval authorities and development interests in securing future viability for development in this area. Minor changes to designation limits may be adjusted to those which are shown on the Schedules of this Plan without amendment, provided site specific zoning that reflects final limits are to the satisfaction of the respective approval authorities. Land Use designation changes may follow during regular housekeeping exercises. Where a division of land use is that of a constraining feature (eg. Flood Plain), supporting studies will be required for relevant approval authorities review and approval.

4.19.18. **UTILITIES**

a) Utility providers are encouraged to consult with the Town when new major plant locations or infrastructure is required or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses. Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are compatible with existing and planned development in effort to reduce or eliminate potential conflicts,

b) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation

requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.19.19. NEIGHBOURHOOD GATEWAYS & LANDMARKS

a) Schedule STV-2 illustrates Gateway symbols at key locations in the Plan Area. These “gateways” are generally the north and south entry points into the community.

b) Gateway features act to provide both physical and psychological queues on demarcation of community boundary. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

   Intensity of the gateway feature makes an intended statement and projects an image the neighbourhood can become associated with. This can be done in many ways such as signature buildings or architectural features, or through landscaping treatment and lighting. Combining any or all of these types of treatments provides opportunities to make a very bold statement or a much more modest approach to signal a threshold or specific location.

c) Gateways and Landmark features can be further defined through the preparation of Urban Design Guidelines.

d) When municipal wayfinding signage is being considered in close proximity gateway features, the signage should be situated in such a manner that it does not compete with the Gateway or Landmark features.

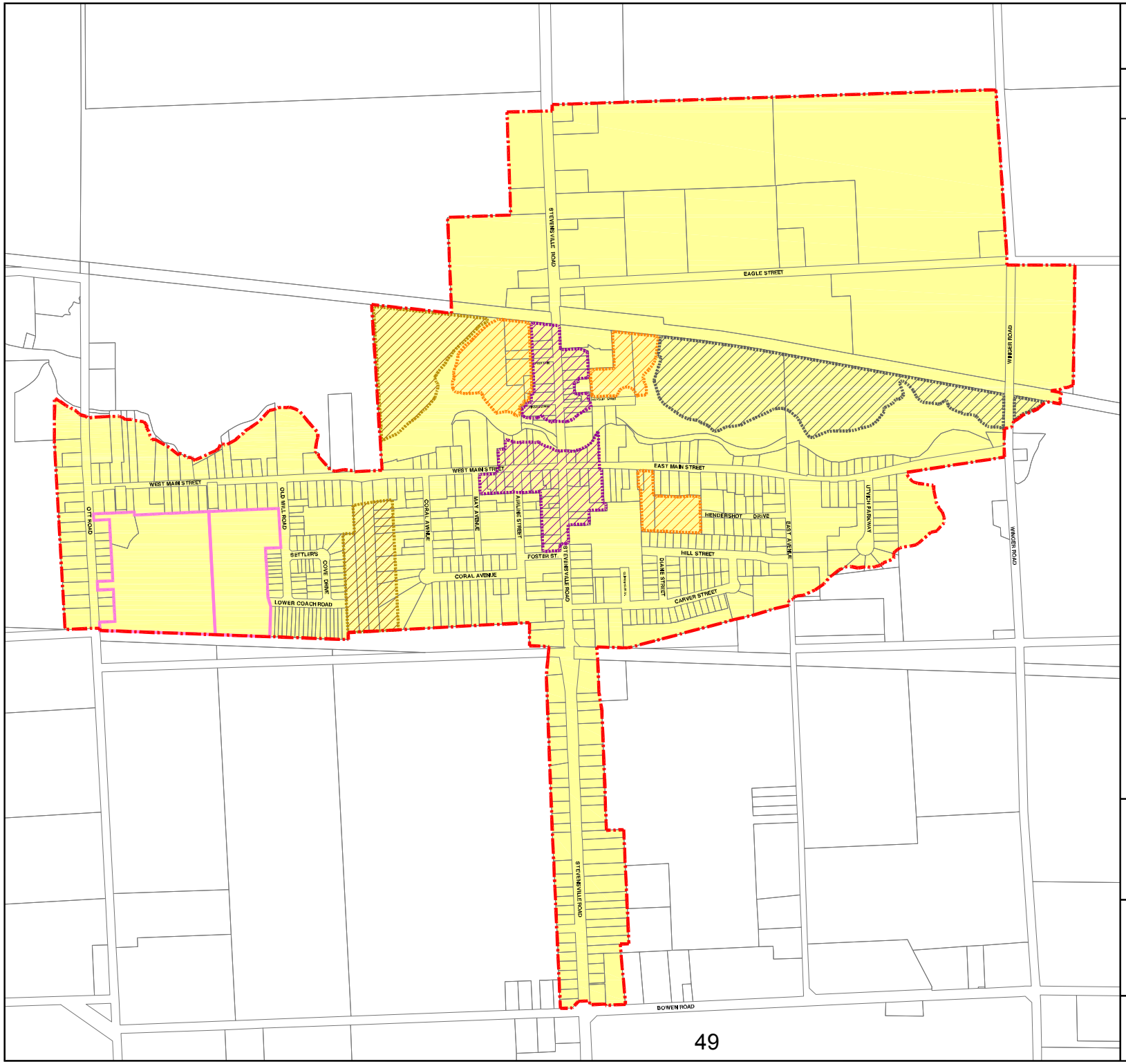
e) Any Gateway or Landmark Feature planned along a regional road will require consultation with regional staff and potentially an approval depending on actual position or placement.

4.19.20. INTERPRETATION OF THE PLAN

The Stevensville Secondary Plan (Official Plan Amendment #24) consists of Sections 4. 19.1 through 4.19.20, and Schedules “STV-1”, “STV-2”, “STV-3”, “STV-3a” and “STV-4”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

(Section 4.19 was introduced by By-laws 2014-069 & 2014-070, OPA #24)



TOWN OF FORT ERIE OFFICIAL PLAN

PROVINCIAL COMPLIANCE
WITHIN THE URBAN AREA

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Built-Up Area (Growth Plan Designation)
- Under Utilized / Infilling
- Residential Intensification
- Core Mixed Use Intensification
- New Light Industrial Designation
- Draft Approved / Registered Plans

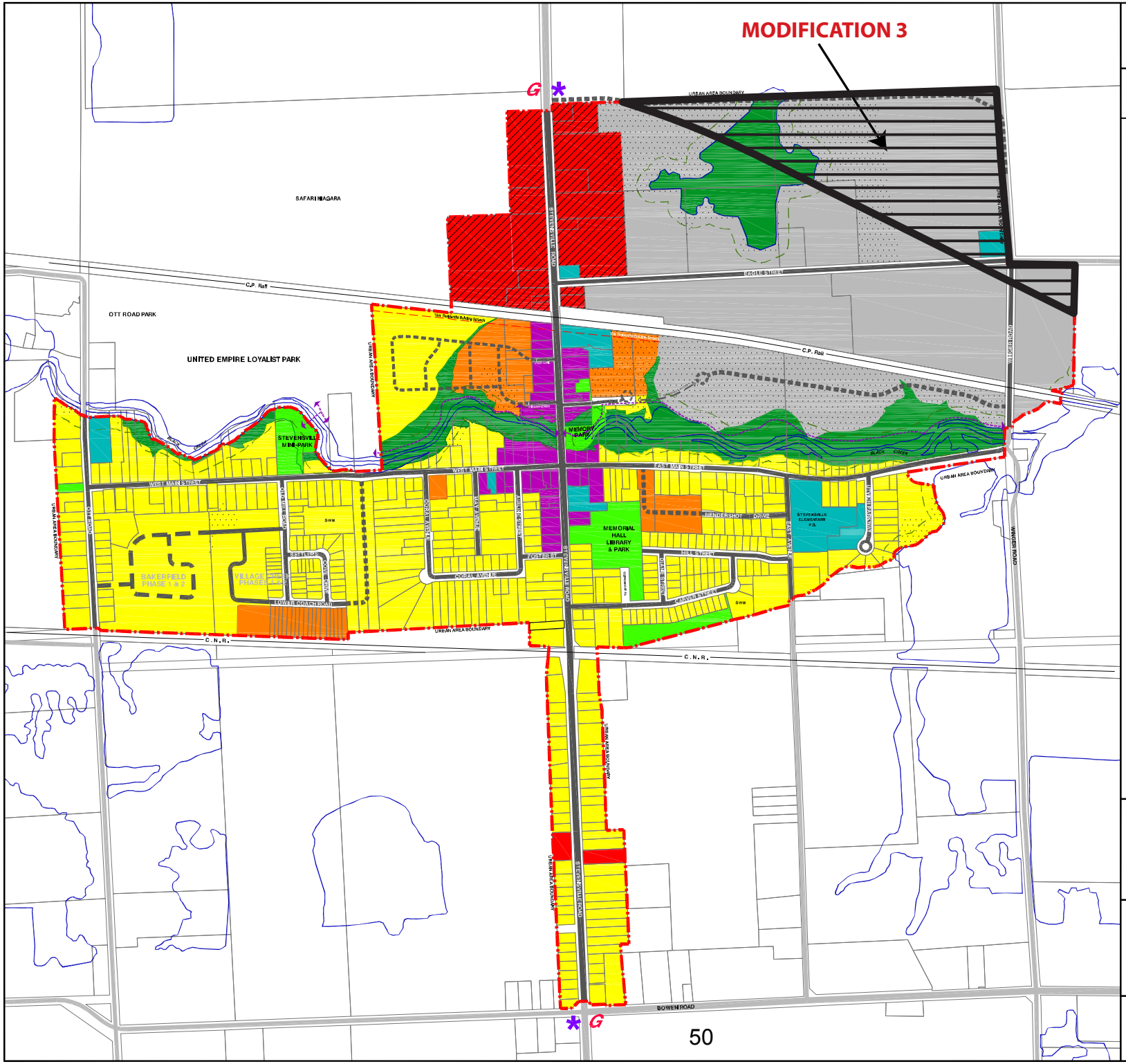
COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: MAY 11, 2015
SCALE: N.T.S
DRAWN: CSM

SCHEDULE

STV-1



TOWN OF FORT ERIE OFFICIAL PLAN

LAND USE PLAN

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Low Density
- Medium Density
- Core Mixed Use
- Gateway Highway Commercial
- Commercial
- Open Space
- Environmental Protection
- Environmental Conservation (Overlay)
- Institutional
- Industrial
- Provincially Significant Wetland (PSW)
- 30m PSW Adjacent Lands
- Existing Roads
- Draft Approved Roads
- Conceptual Roads
- Conceptual Multi-Use Trail
- Conceptual Traffic Control Point
- G — Proposed Gateway

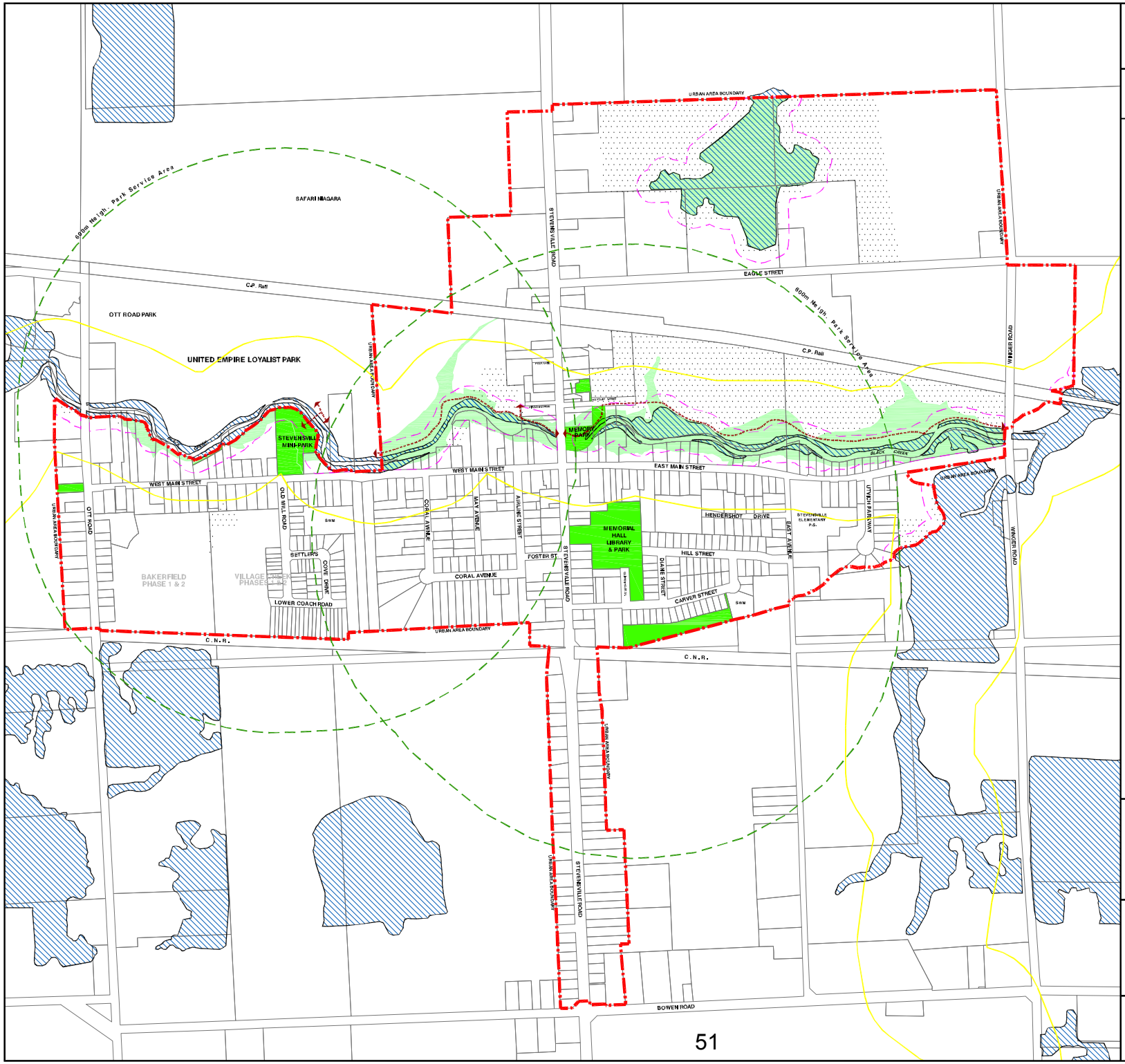
COMMUNITY & DEVELOPMENT SERVICES

DATE: May 11, 2015
SCALE: N.T.S
DRAWN: CSM

SCHEDULE STV-2

TOWN OF FORT ERIE
OFFICIAL PLAN

NATURAL FEATURES & OPEN SPACE PLAN



LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Provincially Significant Wetland (PSW)
- Environmental Protection
- Enviro. Conservation Overlay
- Open Space
- 30m PSW Adjacent Lands
- Environmental Corridors / Linkage
- Conceptual Multi-Use Trail
- 600m Neighourhood Park Service Radius

COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: MAY 11, 2015

SCALE: N.T.S

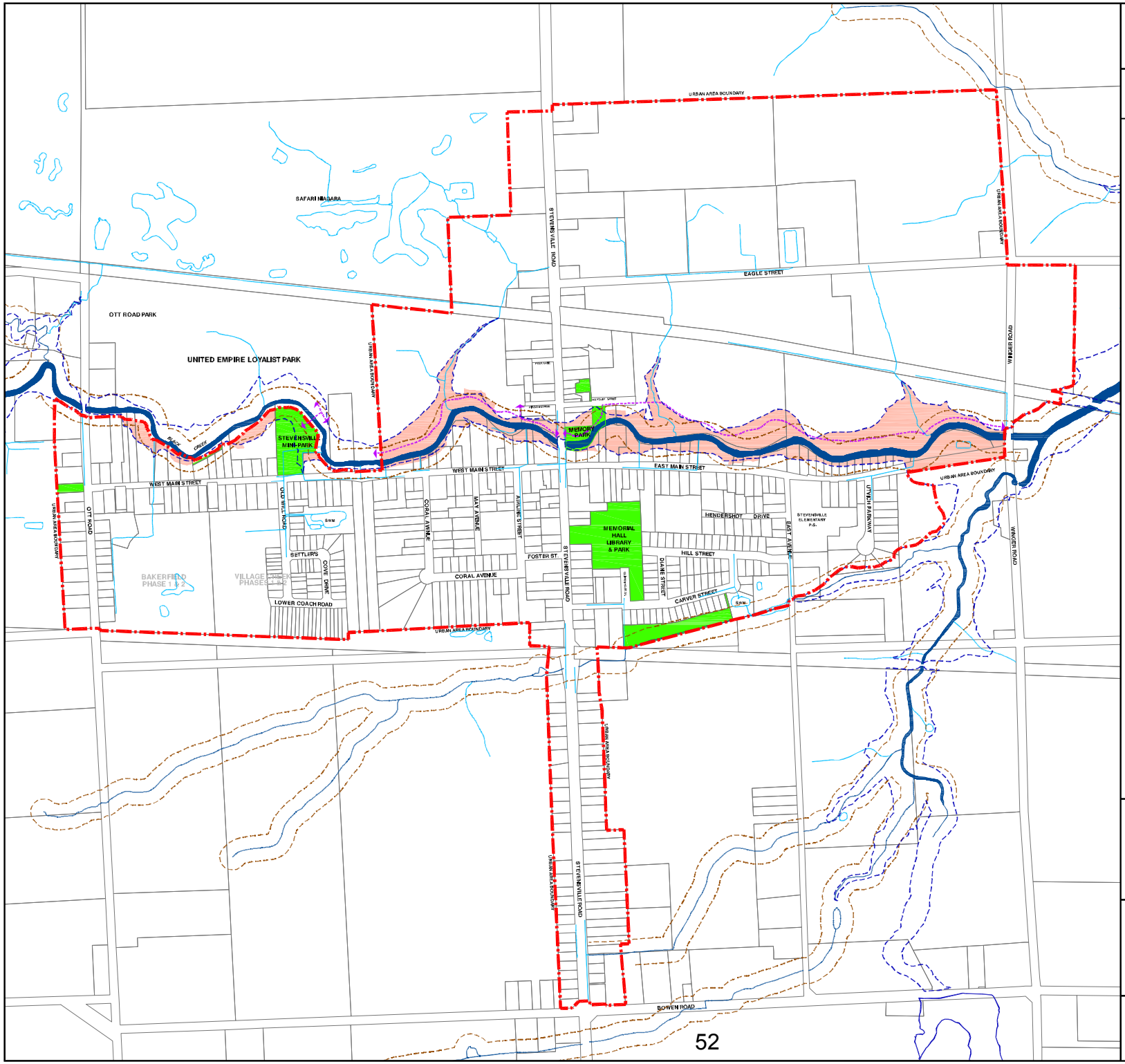
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SCHEDULE

STV-3

TOWN OF FORT ERIE
OFFICIAL PLAN

NATURAL HAZARDS AND FISH HABITAT



LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Natural Hazards including Floodplain
- Regulatory Floodplain
- Fish Habitat - Type 1 Critical
- Drainage Feature
- 30m Setback - Type 1 Fish Habitat
- Open Space
- Conceptual Multi-Use Trail

COMMUNITY & DEVELOPMENT SERVICES

N W E S

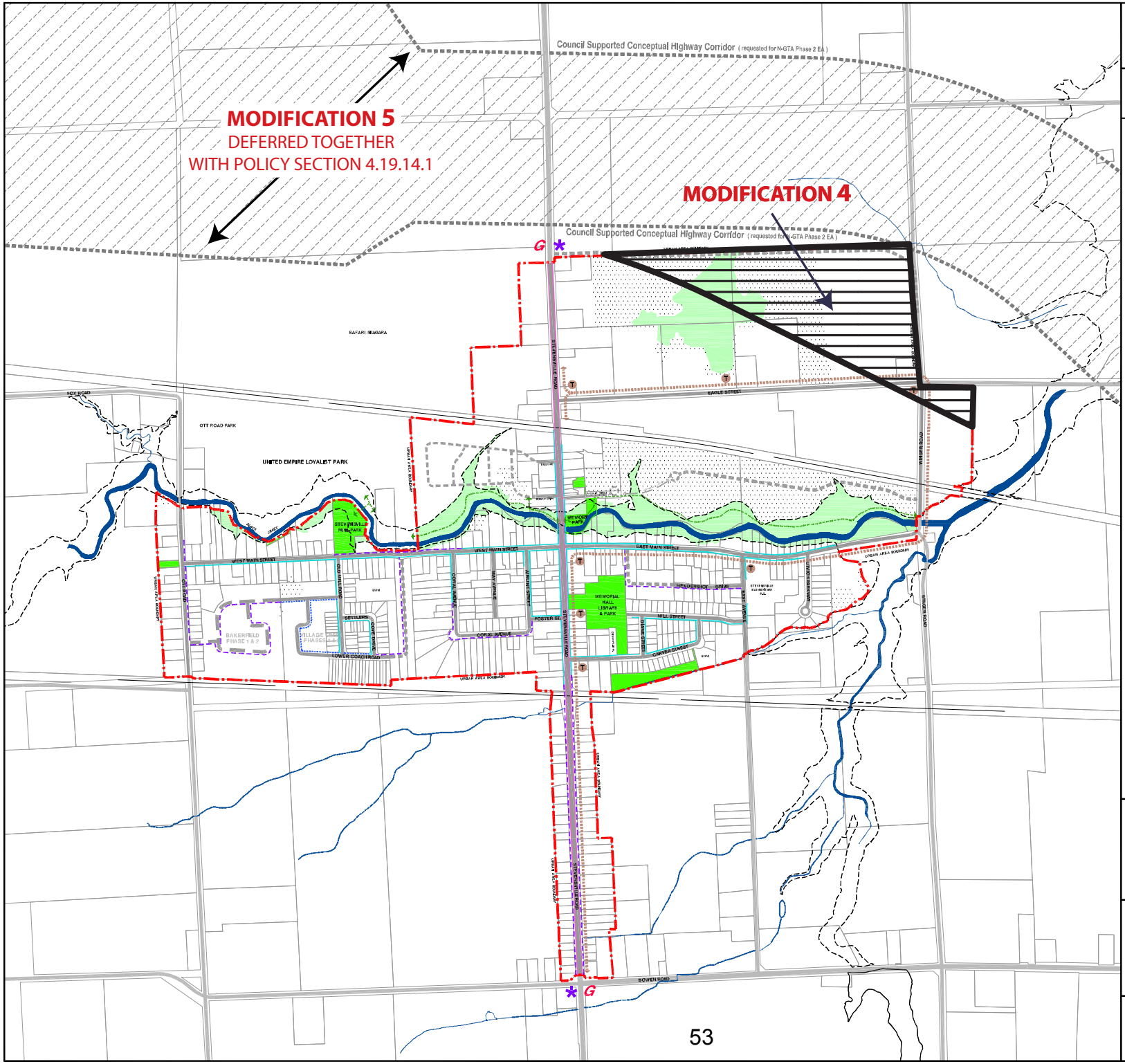
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SCHEDULE

STV-3a



TOWN OF FORT ERIE OFFICIAL PLAN

TRANSPORTATION SYSTEMS

LEGEND

- Council Supported Conceptual Highway Corridor (requested for N-GTA Phase 2 EA)
- Secondary Plan Limit (Urban Area Boundary)
- Open Space
- Environmental Protection
- Enviro. Conservation Overlay
- G — Proposed Gateway

Roads

- Existing Roads
- Planned Roads
- Conceptual Roads
- * — Conceptual Traffic Control Point Improvements

Conceptual / Future Transit

- Conceptual Route
- T — Conceptual Transit Stop

Active Transportation

- Proposed On-Road Bike Lane (Regional Niagara Bicycling Network)
- Conceptual Multi-Use Trail
- Existing Sidewalk
- Approved Sidewalk
- Conceptual Sidewalk

COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: MAY 11, 2015
SCALE: N.T.S
DRAWN: CSM

SCHEDULE **STV-4**

4.20. DOUGLASTOWN-BLACK CREEK SECONDARY PLAN

4.20.1. PURPOSE

The purpose of the Douglastown-Black Creek Secondary Plan is to provide a policy framework guide and provide opportunities for new development in the Plan Area while remaining conscious and sensitive to the established community as a whole. The framework is intended to provide clear direction in achieving subsequent goals and objectives.

The Secondary Plan consists of a land use plan and related policies to guide development and any form of renewal to ensure it is in keeping with the Town's vision for this neighbourhood. The Plan will provide and serve as the guide for planning activity at a minimum to the year 2031, and will be subject to amendments from time to time, as well as being included the Town's 5 year review of its Official Plan. Full "build out" or development permitted by this Plan would exceed the 2031 planning horizon timeline associated with Growth Plan objectives and municipal growth management targets.

4.20.2. VISION

The Secondary Plan is the result of protracted and comprehensive consultation. This strategic planning exercise utilized a neighbourhood planning approach including input from municipal and community Focus Group SWOC (Strengths, Weakness, Opportunities & Constraints) sessions, which generated the following Secondary Plan Vision:

"The ideal Douglastown-Black Creek is a peaceful bedroom community, uniquely located for those who enjoy active outdoor and leisure lifestyles, including support for active transportation and walkable local commercial amenities; where homes are affordable, available for all ages and where future development is compatible with its surroundings."

4.20.3. GOALS

The goal of this Plan is to build off the "vision" established through stakeholder consultation. Treating the vision statement as a benchmark has guided this Plan's land use and policy development at the local level, while also respecting the provincial and regional policy directives. Community expressed goals such as convenience commercial and transit connection need increased population if they are to become feasible. Increasing the overall population and residential density can only add to the

feasibility of such services, but in doing so, a balance must be found that is sympathetic to the existing community character, but also introduces a variety of housing forms.

The Plan will maintain a residential prominence. However, efforts to reinforce local commercial viability in the vicinity of Baker Road and Netherby Road intersection, together with efforts to broaden the range of permitted uses in the Highway Commercial designation on the south side or the QEW will also be explored.

Despite Complete Community objectives being the practice of secondary planning efforts of the Town, it may not always be practical to anticipate the full spectrum of amenities typically found in much larger geographic areas and more populous urban neighbourhoods. What can be achieved is taking advantage of opportunities to diversify the uses that are being planned, which for the most part, will continue to be residential in focus. From the outset, this community has been identified as being a bedroom community and given its scale, is not likely going to be enough at build-out to support amenities typical of a complete community such as a grocery store, a school or post office.

The geography is simply not of a scale to attract or support some forms common to the complete community and with adjacent urban areas offering most if not all, it further diminishes feasibility or viability in this regard. Nevertheless, it does provide opportunities for new commercial and the market will dictate viability.

What can be promoted is diversification in the current building stock. Intensification in the form of smaller frontage singles, introduction of semi-detached and townhomes, together with small apartment or other multi-level living would offer choice in housing form, which is essentially large lot detached or lifestyle living in the leisure home park.

So while not considered a “complete community”, it is with certainty, a move towards diversifying and giving rise to supporting the existing community facilities, providing increased viability to sustain local commercial enterprise and furthering any potential for future transit feasibility/connection.

4.20.4. **OBJECTIVES**

The main objectives of the Douglastown-Black Creek Secondary Plan are to:

a) Provide a variety of housing choice that supports “age-in-place” opportunities for all ages, not just senior residents, but rather housing and tenure that spans the full lifecycle;

b) Encourage development forms which are more compact, to utilize urban land and services efficiently;

c) Identify locations within the Plan Area which may best represent the form of residential being introduced and support the locations through zoning implementation;

d) Increase population to generally double that of present day at full build-out. An increased population will better support existing community facilities and offer increased viability to commercial enterprise and transit feasibility;

e) Reinforce the (northern) community entry of Baker Road at Netherby Road as the “Gateway” into the community by applying urban design criteria and consider using architectural control in the implementing zoning for buildings at this location;

f) Provide supporting policy that recognizes active transportation with focus on connecting links to the Niagara River multi-use trail (part of the Greater Niagara Circle Route) and the local Shagbark Trail;

g) Provide support and increase awareness of the public points of access to Black Creek for casual recreational pursuits;

h) Protect significant natural features such as Provincially Significant Wetlands with appropriate environmental protection designation, ensuring their ecological functions, benefits and contributions to the natural environment will be shared for future generations;

i) Anticipate transit service will reach the community once population increases and have bridged the feasibility and viability gaps that have kept regular transit service to Douglastown-Black Creek from being established;

j) Promote enhancement of employment opportunities in the permitted commercial uses on the south side of the QEW to broaden their appeal as development lands next to the highway.

k) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the population and where servicing feasibility is not apparent, seek alternatives to providing very limited development

opportunities through private servicing where approval authorities have been satisfied criteria can be met.

4.20.5. **RESIDENTIAL – GENERAL**

a) Section 4.7 of the Town's Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein.

b) Schedule "DBC-2" designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections shall apply accordingly.

c) The Plan sets out to provide for initial areas of Low and Medium density residential recognizing and maintaining existing and approved residential development. New areas of residential development, being predominantly the lands west of Black Creek Drive, shall also be duly designated for residential uses and will contain the areas of intensification envisioned. Designation and zoning will be used to secure and control future development of these lands that are in keeping with the goals and objectives on this Plan.

d) The Secondary Plan provides for targeted range of approximately 1100 units at plan "build out" including the existing 630 units. The approximately 500 new/additional units identified in this Plan will increase the existing population from roughly 1350 persons to between 2500 - 2600 by adding approximately 1150 to 1250 new residents to Douglastown-Black Creek over the long term. The new residential units shall comprise approximately 280 new low density residential units (including the approved 90 unit River Trail Phase 2 Plan) with the remaining units comprising the medium density form. It is estimated that approximately 100 to 150 apartment units can be composed in the medium density provided for in this Plan. Furthermore, it is expected the market will lead on the amount and timing relating to the apartment form, but the Plan is providing for it to address the age-in-place opportunity and to some extent, the affordability of housing within the community.

e) An appropriate level of affordable housing and senior citizen's housing shall be considered by the Town when reviewing development applications proposed within the Plan Area, in keeping with Provincial Policy. When considering seniors residences, location in proximity of the community centre, place of worship and the potential future

commercial is preferred, in effort to provide greater ease in access to such amenities.

j) For lands being considered for residential development that may be impacted by the Environmental Conservation Overlay, only through developer or landowner activity where there is an interest in advancing the underlying designation, and where an EIS has been required and approved, will actual development potential be confirmed.

k) Storm water management (SWM) facilities are essential for sustainable development, including residential areas. As such and given the exact size and location of facilities is determined after detailed engineering studies have been provided with development plans; SWM facilities shall be considered a permitted use within both the Low Density Residential and Medium Density Residential designations of this Plan. Appropriate zoning shall be applied as a part of the development process or potentially through municipal housekeeping amendments once location, construction and size have been finalized.

l) All residential development shall be subject to the regulations and provisions of the Town Comprehensive Zoning By-law 129-90, as amended, or succession thereof. Site specific zoning may be used in certain situations or under special circumstance during implementation of this Plan. Zoning may also be used to recognize existing conditions, if such conditions can be proven to have existed prior to the passing of By-law 129-90.

m) The active draft plan of subdivision application and zoning application for lands north of Baker Road, east of Netherby Road (former draft approved Black Creek Meadows subdivision) will be permitted to complete processing. Land use designations shown on Schedules to this Plan may be slightly modified to reflect any subsequent approval without amendment to this Plan. Once draft approved, the lands subject of the application would then become subject to all policies of this Plan.

n) Lands shown as residential in designation that comprise the former Erie and Ontario Rail line will be subject to Environmental Site Assessment studies to accompany any zoning by-law amendment application, if residential development is proposed.

4.20.6. LOW DENSITY RESIDENTIAL

a) The lands designated on Schedule “DBC-2” as “Low Density

Residential" shall be reserved for single detached, semi-detached and duplex dwellings and uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall target of not more than 80% Low Density residential yield shall be anticipated within the Plan Area. In effort to achieve this target, lower density dwellings (detached, semi-detached and duplex) should comprise roughly half of all new development form/type. A Low Density range of up to 16 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify lower density housing stock.

c) Schedule "DBC-2" provides for approximately 190 additional low density units, not including those in existing registered and draft approved plans of subdivision (approx. 90 units) for an estimated total of 280 units over the long term. Essentially all new low density residential dwellings will be planned to locate on large parcels of land through draft plan of subdivision on the west side of Black Creek Road. The majority of these dwellings will be located north of Baker Road with opportunities for additional low density subdivision planning mid-block south of Baker Road. New lower density development should be expected to comprise modestly smaller lot area and dimension than the majority of the existing low density lots. This will also make efficient use of infrastructure while broadening choice and affordability in the low density form over the course of the planning period

d) Areas of Low Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.20.11.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

e) Low density residential that may be planned adjacent or in close proximity to Netherby Road and the QEW Niagara-bound off ramping shall comply with MTO building setback requirements and be required to demonstrate compliance with Ministry or Environment and Climate Change noise and vibration regulations in providing adequate

mitigation to sensitive residential uses.

f) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment having considered matters such as suitability and size of the site, proximity to arterial roads, parks or open space areas. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.20.5 d).

4.20.6.1. SOUTHEAST BLACK CREEK TRAIL

a) Notwithstanding policy 12.1 III to the contrary, for the existing lot of record located south of Townline Road, on the east side and at the extreme southerly limit within the urban area boundary, a single residential dwelling shall be permitted on private services, subject to satisfying regional private septic system criteria and conservation authority regulatory requirements.

b) Lot will be subject to Site Plan Control.

4.20.6.2. TOWNLINE ROAD – SOUTH SIDE – EAST OF BLACK CREEK TRAIL

a) Notwithstanding policy 12.1 III to the contrary, vacant lots of record south of Townline Road between Black Creek Trail and the QEW may develop with single detached residential dwellings on private septic systems provided regional private septic system criteria can be met and Niagara Peninsula Conservation Authority approval can be obtained.

b) Consolidation of adjacent properties or boundary adjustments may be permitted to facilitate required lot area for private servicing.

c) Lots will be subject to site plan control

d) All applicable permits must be acquired and may include permit from The Ministry of Transportation given proximity to the QEW.

4.20.6.3. WEST SIDE – SWITCH ROAD – SOUTH SIDE – EAST OF BLACK CREEK TRAIL

a) Notwithstanding policy 12.1 III to the contrary, lands located on the north side of the QEW between Black Creek and Switch Road within the identified urban area boundary have partial servicing (sanitary only). Feasibility of water connection is unlikely during the planning period and there has not been any capital planning set out to provide municipal water to these lands. These lands are regarded as having a relatively high degree of environmental constraint.

Despite such conditions, if any further residential development potential can be identified with frontage on Switch Road that is capable of meeting zoning criteria, while also having satisfied the Town and any other regulatory approval authority in respect of a potable water supply, the consent process may be considered for creating a new lot. Should there be any new lot creation, connection to existing sanitary services will be mandatory and connection to municipal water supply shall also be required should a municipal water supply become available in future as the result of a local improvement initiative by property owners.

4.20.7. MEDIUM DENSITY RESIDENTIAL

a) The lands designated on the Schedule “DBC-2” as “Medium Density Residential” shall be reserved for multiple-unit structures (such as townhomes, triplex, quads and/or low-rise apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) An overall minimum target of 20% Medium Density residential unit yield shall be anticipated within the Neighbourhood. In effort to achieve this target, medium density dwellings should comprise just under half of all new development. A Medium Density range of 17 to 50 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.

c) Schedule “DBC-2” provides for approximately 200 new Medium Density units, all of which shall be located on the west side of Black Creek Road.

d) Ground-based medium density residential (townhomes) should consider modest roof pitch in areas adjacent or opposing existing detached residential dwellings.

e) Other forms of medium density multi-unit dwellings should not exceed three storeys in height and should be located internally in new development in effort to provide transition in height from existing developed areas.

f) Maximum heights shall be defined in Zoning By-law 129-90, as amended.

g) The Plan anticipates approximately 100 units to be developed in two or three low-rise (two or three storey) apartments in the area immediately adjacent and south of the Place of Worship and Commercially designated lands, south of Baker Road. This location is most desirable for seniors development that may provide for fully independent living, semi-assisted living or fully assisted nursing home level of care and accommodation. A variety of tenure (condominium, life lease and rental) is also encouraged to provide broader choice.

   Fully assisted nursing home or home for the aged as an institutional use, shall be permitted in the Medium Density designation and may be subject to additional provisions in the implementing by-law. Development containing fully assisted senior care, in whole or in part, may increase density on the site to 75 units/ha. for that portion devoted to such use.

h) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

i) An amendment to this Plan will be required to justify Low Density residential development on lands designated as Medium Density Residential in this Plan.

j) Notwithstanding 4.20.7 a) to the contrary, a vacant lot of record may be used for a single detached residential dwelling if zoned for such use prior to approval of this Plan. Regulations for the single detached dwelling would need to meet with the minimum requirements of the previous zone.

k) Notwithstanding 4.20.7 a) to the contrary, and as recognized by policy

4.14.7 of the Official Plan, Black Creek Leisure Homes seniors lifestyle development shall be permitted to contain detached dwellings (year round mobile home park). Density of the park exceeds low density range and subsequently represents medium density in numbers and therefore, medium density designation is applied. The medium density designation would also allow for other forms of medium density to be considered on these lands. The lands are used for residential purposes despite being zoned for commercial use. The site specific zoning in force and effect for these lands may continue to remain and regulate the existing limits of the site.

Should expansion of the existing mobile home park be pursued, consideration shall be afforded in zoning lands north of Old Townline Road, within the existing urban area boundary, for similar use or permanent forms of medium density development permitted under this Plan. Changes to provide for permanent (foundations) housing form associated with the mobile home park is encouraged at this location. A zoning amendment would be required but would not require amendment to this Plan.

The Town may also consider stopping up and closing the Old Townline Road road allowance to be made available to the developer in effort to bridge and consolidate the land holdings.

Any such development potential may be subject, but not limited, to engineering studies for servicing and noise/vibration mitigation. Furthermore, regional servicing within the Old Townline Road allowance would require an easement to preserve access, or alternative arrangements to move or remove any underground services presently within the road allowance.

4.20.8. **COMMERCIAL**

a) The “Commercial” areas are shown on Schedule “DBC-2” and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.

b) Lands designated Commercial shall be zoned for their intended commercial uses and may include site specific zoning provisions and regulation to assist in implementation.

4.20.8.1. SOUTH SIDE OF BAKER ROAD AT NETHERBY ROAD

a) The commercial lands located on the southeast corner of Netherby Road and Baker Road shall serve in the capacity of a local convenience commercial centre. These lands are encouraged to include residential rental apartments above commercial units to assist in supplying the community with a form of housing that meets with age-in-place objectives. More specifically, providing opportunities for young families and mature youth to find accommodation within the community with a longer term goal of retaining their residence in Douglastown-Black Creek as they transition through adulthood.

b) Commercial uses shall be defined in the zoning and are intended to services the community on a whole in addition to “pass-by” traffic.

c) Should any future market demand demonstrated through land owner study result in only a portion of this site being viable for convenience commercial uses, a remnant southern portion may be used for medium density residential, provided access to the lands via public road allowance can be secured. Not more than 50% of the designated lands would be eligible and a zoning by-law amendment would be required without further amendment to this Plan.

d) This location is of significance with respect to this intersection being the primary point of entry into the northern community. Design of the site and building shall have regard to such matters as:

   i. High quality architectural design and materials to serve in a capacity of a landmark or gateway level building;
   ii. Enhancement of landscaping on the Baker Road frontage to soften appearance and provide a level of visual screening from headlights from on-site traffic to the residential on the north side of the street.
   iii. Use lighting treatments to enhance the building and parking areas while limiting impacts on area residential, including residential that may be provided for on upper levels.
   iv. Provide clearly defined pedestrian passage from the site frontage and potentially from adjacent properties (community centre, church

and medium density block) in the form of sidewalks or hard surface trail linkage, where such pedestrian movement is likely to occur.

v. Design for fully enclosed waste management either internal to the building or in an accessory structure in a less prominent location on site.

vi. Site should consider being designed to accommodate (potential/future) transit vehicle turning in the event that local and/or regional transit services become feasible in providing a level of service to Douglastown-Black Creek.

4.20.8.2. 4301 NIAGARA RIVER PARKWAY

This site has operated commercially for a number years, including instances of at-grade retail and upper floor residential. Commercial viability has negatively impacted this site in the past decade, rendering it vacant for extended periods.

a) Consideration shall be given to allowing rezoning of this property, without need to amend this Plan, for multi-residential uses while maintaining sensitive built form and massing to adjacent dwellings. Design considerations should include and may be found in a site specific by-law containing additional regulation on:

i. Building height should not exceed 3 storeys (or 11m);
ii. Design and building placement/addition should be sensitive to proximity to the Niagara River Parkway with setbacks being considered maximized where possible.;
iii. Parking in rear lot area shall be a consideration where it can be balanced with Parkway setback and maintain quality site design;
iv. Minimum of 5 units and maximum of 9 units;
v. Site access shall be from Black Creek Road unless otherwise permitted by Niagara Parks Commission; and

b) Site Plan Control shall be used to ensure compliance with all other zoning or municipal requirements.

c) If through consolidation with adjacent property on Black Creek Road, the site increases in total lot area, general policies of medium density shall apply. Should modification to the provisions of multi-unit residential zoning be required to address such matters as height,

density, setbacks or building placement, a site specific zoning by-law amendment will need to be undertaken, but shall not require an amendment to this Plan

4.20.8.3. COMMERCIAL BOUNDED BY QEW-TOWNLINE ROAD-NETHERBY ROAD

This defined area of approximately 17.39 ha. (43 ac.) with a PSW of approximately 4.0 ha. (10 ac.) has been long held highway commercial lands intended to provide service and cater to major highway traffic. Its location at the full interchange with Netherby Road provides good visibility and exposure to the QEW, yet has remained undeveloped. Its location midway between urban Fort Erie and urban Niagara Falls is the only intervening location with municipal services available to service to lands. However, with major commercial uses established at the Fort Erie and Niagara Falls urban areas, the market has not advanced proposals that have been feasible to construct given proximity of the other major serviced highway commercial sites.

While the designation remains in place as commercial for this Secondary Plan, broadening the permitted uses on portions of the site is an opportunity to further advance potential development interest.

East Half

a) The site may develop through Draft Plan of Subdivision or through Part Lot Control. Consent applications shall be discouraged unless adequate safety and sightlines can be effectively demonstrated with supporting traffic study identifying points of ingress and egress adequate for proposed development.

b) Required Site Plan Control with Agreement shall ensure additional requirements and conditions are met.

c) Zoning for the east half of the commercial designation may contain additional (enhanced) permitted uses over and above those presently permitted in the current zoning, but shall be subject to additional provisions required to be met and may exclude residential components next to the QEW.

d) Additional uses that may be considered in the site specific implementing by-law would include select uses that are typically

permitted in Prestige Industrial zoning provided that such uses are considered Class I or better in terms of Ministry of the Environment and Climate Change D-6 Separation Guidelines and NPC-300 Guidelines for noise and vibration. The municipality may require completion of such studies to support site planning and recommendations may form part of the required Site Plan Agreement.

e) Additional permitted uses that may be considered include, but are not limited to, such use as business or commercial trades school, establishments providing information and telecommunication services, printing establishments and public storage facilities.

f) Zoning and Site Plan Control shall be used to ensure such aesthetic measures as building placement and screening are used to maintain visual appeal throughout the enhanced commercial area.

g) Outside storage of materials and goods shall not be permitted with exception of public storage facilities that may be permitted limited outside storage of boats, trailers and motorhomes. Any such outside storage areas permitted with public storage shall be controlled through site plan and may be subject to visual screening and height restrictions in the implementing by-law.

West Half

h) Additional uses that may be permitted by zoning by-law amendment on lands lying on the western portion of this site (due south of the PSW) may include institutional uses in the form of fully assisted long term care, retirement home / home for the aged at an equivalent density of 75 u.p.h. without amendment to this Plan.

i) Additional studies may be required to support institutional uses to ensure compatibility of adjacent uses, servicing capacity and compliance with MOECC noise and vibration criteria.

j) Site Plan Control with Agreement will ensure additional requirements and conditions are met.

4.20.8.4. COMMERCIAL SOUTH SIDE TOWNLINE ROAD (2991 TOWNLINE RD.)

The commercial lands located on the south side of Townline Road, east of Black Creek Trail have seen use as a metal fabrication facility since approximately 1975 and is permitted, together with a detached residential dwelling on a private septic system under existing site specific zoning.

a) Any future application to amend the zoning may provide for expanded commercial uses similar to those being provided for on the north side of Townline Road. Opportunities to improve site aesthetics from Townline Road, including landscaping and vegetative screening/buffers of open yards and outside storage shall be considered if the Town is provided with any future planning applications.

b) Opportunities for a private maintenance yard / facility in conjunction with Black Creek Leisure Homes shall be permitted on these lands through zoning by-law amendment. Site Plan Control will provide opportunities to improve site aesthetic and screening to reduce visual impacts on Townline Road and adjacent residential properties.

4.20.8.5. COMMERCIAL SOUTHWEST CORNER OF TOWNLINE ROAD AT NETHERBY ROAD

This commercial site of approximately 1.9 ha. (4.7 ac.) is presently zoned for automotive service station uses and may continue to retain the commercial designation and zoning that provides for such use under this Secondary Plan. Alternative land use may be considered appropriate in future if feasibility/viability of automotive use is diminished.

a) Notwithstanding the commercial designation of these lands, consideration for expansion of the existing Black Creek Leisure Homes may be permitted by zoning by-law amendment without amendment to this Plan. Such use shall be guided by existing zoning for the established park and may require additional study to provide requirements in meeting noise mitigation / attenuation in relation to adjacent roads. Additional studies relating to servicing may also be required at the time of zoning amendment.

b) If in the event that such expansion is planned to occur, the Town shall consider making the Old Townline Road road allowance available to the ownership in order to provide contiguous ownership, save and except required easements for an existing regional watermain and any local easement or utility easement requirements.

4.20.9. INSTITUTIONAL

a) The lands designated on Schedule “DBC-2” as “Institutional” recognize the existing Place of Worship use. The designation within the Plan Area shall be reserved for a variety of public and institutional uses and be generally governed by the parent Official Plan policies of Section 4.12.

b) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.20.10. OPEN SPACE

a) The lands designated as “Open Space” on Schedule “DBC-2” shall be reserved for a variety of active and passive recreational uses. The policies of Section 4.13 shall generally apply to lands designated as Open Space.

b) Lands identified under an “Open Space” designation within the Douglastown-Black Creek Secondary Plan Area are further defined as provided for below.

4.20.10.1. OPEN SPACE – PARKS (NEIGHBOURHOOD AND SPECIALIZED)

a) The Town of Fort Erie’s Parks and Open Space Master Plan shall serve to generally guide the appropriate location and effective service area distribution for parks within the Secondary Plan Area. The Parks and Open Space Master Plan is scheduled for review and update in 2016 and shall provide future direction on the community’s long term Open Space needs. The Secondary Plan anticipates open space and recreational attributes for the benefit of residents and shall form part of the future Master Plan.

b) Town owned parks fall within three classifications as stated in the Parks and Open Space Master Plan. While “Community Park” does not form park of the Town’s Open Space provisions in the Plan Area, Neighbourhood Parks and Specialized Parks are represented and being planned. The following policies are intended to identify objectives of the Town as it relates to:

Neighbourhood Parks

i. Neighbourhood parks within the Plan Area are located in the north portion of the Plan Area, within the residential subdivisions. Lands south of the QEW are predominantly commercially designated or comprise specialized lifestyle residential (Black Creek Leisure Homes) that have private amenity space for its residents. There are no plans for a new neighbourhood park south of the QEW.

ii. The northern community provides two existing “neighbourhood parks” referred to as “A.C Douglas 1” and “A.C. Douglas 2”.

A.C. Douglas 1 serves in a capacity of a passive recreational space due to the municipal infrastructure required to be situated within the park space including a regional sanitary pumping station and a stormwater management facility planned for construction as part of the River Trail (Phase 2) plan of subdivision. As part of the subdivision approval, the park will be provided with amenities such as paved trail and small pavilion overlooking the pond and generally cater to the local residents seeking an outdoor area for passive, leisure pursuits.

A.C. Douglas 2 is the more southerly neighbourhood park and provides the community with amenities geared to active recreational needs. The park space contains tennis and basketball courts, a soccer pitch and back-stop for baseball. The large fields are shared spaces, so organized sport would need to be scheduled.

iii. Identified need for a more northern neighbourhood park is found in the Town’s Parks and Open Space Master Plan. Future development applications will be reviewed with the intent of lands being provided in a desirable location that will serve area and future residents with a park space. Programming of the future park space will be considered during the upcoming Parks and Open

Space Master Plan review in terms of active amenity requirements versus passive park use. The Town shall have regard for the future park location that will include consideration on optimal catchment area. The Town typically aspires to a 600m catchment area, but must also consider other factors such as population and density and other existing recreational spaces that may be under other jurisdiction or even privately operated.

Specialized Parks

iv. Specialized parks in context of the secondary plan include such features as the Niagara River Recreational Trail, The Shagbark Trail and unimproved creek-front road allowances.

v. The Plan Area extends to the Niagara River were it gains access to the Niagara River Recreational Trail. While the trail is not under the jurisdiction of the Town (owned and maintained by Niagara Parks Commission) it is a publicly accessible recreational asset that residents of Douglastown-Black Creek benefit from and enjoy. This trail system is part of a major network of trails that extend beyond municipal and regional boundaries. As part of the Greater Niagara Circle Route, this trail system is also recognized as part of a much larger planned network referred to as the Trans Canada Trail that seeks to link the three national coastlines via land and water routes.

The Niagara River Recreational Trail's multi-use paved trail system is of benefit to the community who have identified an "active lifestyle" within their vision statement.

vi. Shagbark Trail is a relatively smaller segment of paved trail linking Black Creek Road with Shagbark Lane and Switch Road. The Shagbark trail serves an important role for pedestrians as it provides the only footbridge crossing of Black Creek, which lays immediately north of the QEW. The only other crossing point for the northern portion of the community is Niagara River Parkway at the extreme north.

The Shagbark Trail and bridge have effectively enabled a circular 4.5 km recreational/walking route comprised of Black Creek Road, Shagbark Trail and Shagbark Lane, Switch Road and the Niagara River Recreational Trail. Only the Shagbark trail portion of the circuit is considered a Town specialty park (linear park). The

portions of Switch Road and Black Creek Road (where there are no municipal sidewalks) would classify as on-road pedestrian linkage.

Feasibility of improvements will be reviewed during the Parks and Open Space Master Plan. New development along Black Creek Road may be required to provide sidewalks in effort to further formalize the pedestrian route.

The Plan identifies locations where unimproved road allowances running off River Trail extend to Black Creek. The road allowance "stubs" are in public ownership and can serve in a roll that provides public access to the creek for additional recreation pursuits such as kayaking or canoeing in summer months, and in the winter time, skating or cross country skiing. The Town shall undertake the appropriate process to enhance these public spaces and work with community residents during the Parks and Open Space Master Plan update (2016) in order to determine the appropriate or intensity of use for these points of creek access.

The lands are shown as Open Space in order to facilitate their future review, which may or may not lead to dedication as parkland under specialized park criteria.

4.20.10.2. OPEN SPACE – TRAIL AND LINKAGE

a) The Town supports linkage opportunities that assist in providing improved pedestrian connection and access to points of interest such as neighbourhood parks, Shagbark Trail, The Niagara River Recreational Trail, the Black Creek Community Centre and Black Creek itself.

b) The Town shall make every effort to ensure publicly accessible linkage opportunities are identified, protected and accessible when new development or re-development is proposed within the Plan Area.

c) The Town may consider, acquire or become the benefactor of land for linkage purposes; however, the Town is under no obligation to

purchase or accept lands for linkage that, in the opinion of the Town, does not serve to provide opportunity for long term continuous or contiguous connection. Linkage opportunities will be reviewed on an ongoing basis by the Town during secondary planning and individual application submissions.

d) Linkage opportunities are represented on Schedules DBC-3 and 4 of this Plan and illustrate existing, proposed and conceptual forms of pedestrian linkage intended to connect the community by way of walking or cycling. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved and on-road pedestrian routes.

4.20.11. NATURAL HERITAGE

4.20.11.1. GENERAL

a) Policies of Section 8 shall apply to all Natural Heritage resources within the Douglastown-Black Creek Secondary Plan Area. Section 8 provides comprehensive policy coverage for all relevant environmental features within the Plan Area and shall be relied upon for guidance when development is being considered in, or within defined proximity to environmental features or sensitive areas.

b) Determination of any natural feature boundaries or environmental study requirements will be identified/confirmed during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions in cases where the lands are regulated under the Conservation Authorities Act, as administered by the Niagara Peninsula Conservation Authority, and in accordance with Section 8 of the Official Plan.

c) Determination of EIS requirements shall be based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.

d) There may be unique circumstances that need to be recognized as a result of existing conditions, such as existing dwellings within wetland buffers and lots of record within hazard lands. Any such

unique circumstances will be identified and discussed if and when a planning application or building permit application is filed with the Town and/or having been identified during pre-consultation. Determination of the applicable approval authority will be dependent on the nature of the existing condition and the environmental designation or constraint impacted. The MOU will be referenced in determining approval authority.

Lands impacted by natural hazards regulated by the NPCA will be subject to regulatory controls under the NPCA's "Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" (O. Reg. 155/06), as amended from time to time.

e) Schedule DBC-2 of the Douglastown-Black Creek Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules DBC-3 and DBC-3a, and are further broken down to illustrate the specific natural feature or hazard land components.

f) The Douglastown-Black Creek Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule DBC-2 and 3. Development may be permitted in an Environmental Conservation Area subject to an EIS having been conducted and the Terms of Reference approved prior to initiating the EIS by the applicable approval authority.

4.20.11.2. ENVIRONMENTAL PROTECTION AREA

a) Environmental Protection Areas in the Plan Area are comprised of Provincially Significant Wetlands (PSW's) and lands subject to natural hazard conditions as described in Section 8.2.4.

b) PSW's are identified on Schedules DBC-2 and DBC-3. All PSW's are designated as Environmental Protection.

c) The Plan Area contains several locations where PSW's are identified. Most are associated and defined along the shoulders of the Black Creek drainage course. PSW's lying just outside of the Secondary Plan area are shown to provide context on the environmental feature and any influence it may present on lands within the Plan Area. In most, if

not all cases, the PSW's are truncated at roads or (abandoned) railways

While it is recognized by NPCA that the common threshold for an EIS requirement adjacent to a PSW is 30m, the NPCA may request an EIS to demonstrate no negative effects on a PSW within 120m of adjacent lands, depending on the nature of the development.

d) The Ministry of Natural Resources (MNR) establishes the boundaries of wetland features and considers the evaluations to be open files. Property owners who wish to have wetland boundaries re-evaluated have the opportunity to do so in consultation with the MNR. The NPCA will provide guidance to the owner in establishing discussions with local MNR representatives if desired. Property owners should recognize that wetland features may change over time and may increase or decrease in size and will be evaluated as such by the MNR. The NPCA regulates identified wetlands under the Conservation Authorities Act.

e) Schedules DBC-2 and DBC-3 illustrate the PSW features and the 30m adjacent land limits associated with the feature. Development within the adjacent land is regulated by the NPCA and generally not permitted unless approved by the NPCA.

f) The 30m adjacent to the PSW's is represented by a line on the Schedules and also illustrates an underlying land use designation. This underlying land use designation does not constitute or secure development rights or potential without pre-consultation with the NPCA and Town on a supporting EIS and the EIS having been completed and accepted by the NPCA.

g) Notwithstanding paragraph a) and c) herein, Section 4.20.11.1d) recognizes there may be unique circumstances for existing development in PSW adjacent lands, in which case, the need for an EIS will be determined through consultation with the Town and NPCA and will be subject to NPCA regulations in effect, as amended from time to time.

h) Natural Hazards are reflected on Schedules DBC-2 (contained within the Environmental Protection designation) and further broken down on Schedule DBC-3 and DBC-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Douglastown-Black Creek Secondary Plan Area.

4.20.11.3. ENVIRONMENTAL CONSERVATION OVERLAY

a) Environmental Conservation Area designation overlay, as shown on Schedules DBC-2, DBC-3 and DBC-4, comprises wooded areas over 2.0 ha. and the most sensitive of natural areas identified by the Town's Natural Areas Inventory.

b) When an EIS is required, the Region's guidelines will be followed. The guidelines contain requirements and procedures for scoping and waiving studies. The applicable approval authority shall have regard for the requirements, to simplify the approval process while allowing development that safeguards the natural environment.

c) A Tree Preservation Plan may be required to implement the recommendations of an EIS, or to protect trees identified as worthy for protection. Requirements for a Tree Preservation Plan will be identified in conditions of draft plan or site plan approval.

4.20.11.4. ENVIRONMENTAL CORRIDORS

a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule DBC-3.

b) Schedule "C" of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Douglastown-Black Creek Secondary Plan Area contains one such corridor, which is directly associated with the Black Creek tributary and the Niagara River Shoreline.

c) Black Creek's shoreline has essentially been built out with residential, particularly on the west side. While the east side is far less intense in terms of development, the natural feature constraints of flood line and PSW will likely prevent future incursion in the east shoreline area.

Much of the development has occurred and been in place along the Creek's shoreline between 1950 to1970 and has subsequently seen regenerative vegetative growth offering wildlife and avian corridor activity. It is not anticipated to be subject to and any further degradation through development. However, any opportunities to further enhance the corridor will be considered during development applications that may arise within the general vicinity of Black Creek with proponents asked to demonstrate enhancement of the corridor in relation to their proposed development activities.

4.20.12. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT POTENTIAL)

a) "Transportation Systems" is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Douglastown-Black Creek Secondary Plan Area. These include, but are not limited to, existing and future road networks, active transportation infrastructure (either planned or existing sidewalks & trails) and potential for future transit service.

b) Transportation systems are shown on Schedule DBC-4 of this Plan.

c) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required. Prioritizing maintenance, construction/improvements will be considered annually through capital budgeting and through development application activity.

d) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects and

work cooperatively when jurisdiction over transportation infrastructure is not solely with control of the Town.

4.20.12.1. ROAD NETWORKS

a) Further development of the road network within the Douglastown-Black Creek Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan.

b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.

c) New subdivision development with planned public right-of-ways shall have roads constructed to full municipal standard using an urban cross section unless otherwise approved by the Town. Private development, including plans of condominium, may use alternate right-of-way designs for private roads internal to their site, however; such roads will still require approval from the municipality, typically as part of the condominium or site plan approval process.

d) There are generally six (6) categories of roadway hierarchy in the Plan Area. These would be defined as:

- Queen Elizabeth Way (QEW)
- Regional Arterial Road (Netherby Road being the westerly limit of the Plan Area)
- Niagara River Parkway – (NPC Jurisdiction)
- Town Collector Roads (Baker Road and Black Creek Road);
- Local Roads (all remaining public roads); and
- Private Roads (within Black Creek Leisure Homes Lifestyle Community)

e) Schedule DBC-4 illustrates the road network within the Plan Area and any new development application shall have regard for ultimate road allowance widths (as identified in Section 12.7.4 and any regional requirements as conveyed in the Region's Official Plan) in design and zoning setback regulation.

f) The Region of Niagara determines ultimate road allowance width for roads under its jurisdiction. The Region will be circulated with respect to any application for development adjacent to Netherby Road, at which time final

determination on provision of any widening requirements will be identified.

g) Town collector roads seek to establish an ultimate width of 23m and local roads are to seek a 20m road allowance. It is recognized these desired widths may not always be practical or obtainable.. Determination of municipal road widening will be reviewed by the Town at the time of application submission or during road reconstruction/improvement projects.

h) The Plan illustrates “conceptual” roads on portions of the Plan. These conceptual roads are provided as a guide for the purposes of demonstrating efficient use of potentially developable land. Any proposals for areas where conceptual roads are shown may supply alternate designs; however, development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. Change to the conceptual road network would not require amendment to this Plan.

i) New road connections should be aligned with opposing roads or major driveways whenever possible.

j) Any planned road intersections and driveways connecting to Netherby Road or the Niagara River Parkway shall require approval of the respective authority.

4.20.12.2. ACTIVE TRANSPORTATION

a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).

b) Schedule “DBC-4” illustrates components of the Active Transportation Network for the Douglastown-Black Creek Secondary Plan.

c) Components of active transportation in the context of the Douglastown-Black Creek Secondary Plan Area are almost entirely for recreational purpose. While planned development is intending to increase feasibility of some commercial enterprise, the vast majority of active transportation related alternatives will remain recreational in nature. Despite this community reality, residents are encouraged to make use of the Niagara River Recreational Trail to gain access to urban Fort Erie or urban Niagara Falls for seasonal commuting on bicycle. Should transit become feasible for regular route and service implementation,

active transportation should also be considered to transit stop locations.

d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.

e) Where applicable, applications for development will be required to address and demonstrate how plans may integrate and provide for the necessary infrastructure to facilitate active transportation in relation to the overall network illustrated on Schedule “DBC-4”.

f) The Town shall consider options and opportunities to improve pedestrian safety along the northern reach of Black Creek Road where it narrows in close proximity to Black Creek. With little shoulder area, pedestrians are channeled onto the roadway on route to and from the Niagara River Parkway and the Niagara River Recreational Trail.

g) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides. Council may consider single side locations in part or in whole following departmental review and recommendation having considered such matters as open ditches or other infrastructure constraints.

h) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

i) The Plan Area contains natural environment features that may be suitable for accommodating pedestrian linkage (access to Black Creek for passive recreational pursuits such as canoe and kayaking launch points). The NPCA will be consulted when trails/sidewalks are proposed in regulated areas.

j) Type of surface materials used on trail linkage in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.

k) Wherever possible, the Town, Region and Niagara Parks Commission, as the case may be, will work cooperatively in establishing linkage to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation users.

l) Active Transportation and Public Transit use are complimentary modes of transportation and can be co-dependent for some residents. While transit feasibility remains elusive at this time due to such factors as population, density and automotive lifestyle, regard for accessing planned transit locations should be considered in new development and major roadway reconstruction projects.

4.20.12.3. PUBLIC TRANSIT

a) Conventional transit service is not presently provided to the Douglastown-Black Creek community. Community Focus Group participation in the development of this Secondary Plan have voiced transit service provision as high priority and until such time that population densities increase, making it more sustainable and financially feasible to extend conventional service to the community, this Secondary Plan shall have regard for implementation in the context of “future” transit provision. Illustration of transit routes and stops does not imply the Town will be providing service, but rather if service where to become a reality, where the service may be suited to connect to the community.

b) Douglastown-Black Creek is presently provided with municipal “Accessible Specialized Transit” service and the Town supports its continued operation separate to that of a desired “conventional” transit service being established.

c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional routes that may, or may not supplement a level of transit connection from Douglastown-Black Creek to the Fort Erie urban area, in addition to that of its primary and intended inter-municipal service.

d) Conceptual local transit stops are illustrated on Schedule “DBC-4” as a first step in reaching the Douglastown Black Creek community. A conceptual stop on Netherby Road to service Black Creek Leisure Homes and one in proximity of the Black Creek Community Centre would provide walkable access to the service while minimizing incursion into the communities for timing or schedule alignment purposes. Should service demand dictate, interior routing could be defined at such time of service commitment.

e) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.20.12.4. PARKING

a) The majority of the Secondary Plan Area is largely low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic.

b) The Town shall monitor on-street parking throughout the community and may recommend restrictions to alleviate any safety issues if deemed appropriate.

c) Lighting of commercial area parking lots shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent or upper level residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided.

4.20.13. CULTURAL HERITAGE

a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.

b) The Town recognizes the setting and cultural heritage of Douglastown-Black Creek as being that of a lumber and grain milling origin as far back as the late 1700’s and well into the 1800’s. While virtually all of the early settlement has been replaced, there are a few residential dwellings of

considerable vintage. The Secondary Plan presently does not have any designated heritage properties.

c) The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Douglastown-Black Creek's built heritage and from time to time, may recommend for Council's consideration, properties for addition to the Municipal Registry following the Committee's more detailed review of community building stock.

d) The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.

e) The Douglastown-Black Creek Secondary Plan Area contains areas of archaeological potential. New development proposals may require an archaeological assessment study prepared by a qualified individual or firm to accompany any such development application. The parent Official Plan Schedule 'D' - Cultural Heritage Archeological Zones of Potential identifies areas subject to this requirement. Need for any such study shall be confirmed through mandatory pre-consultation prior to any application submission.

4.20.14. MUNICIPAL SERVICES

a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.

b) Notwithstanding Section 12.1, some private or partial private servicing will be permitted within the Plan area in specific locations, with such locations having been identified in Sections 4.20.5 i), 4.20.6.1, 4.20.6.2 and 4.20.6.3 on Schedule DBC-2 of this Plan. Other than the lands identified, no further considerations for private or partial private servicing within the urban area boundary will be permitted without amendment to this Plan and if required, the Region's Official Plan. A Site Specific Zoning Amendment for lands considered will also be required. If for any reason that services are ultimately made available to these locations, service connection will be mandatory.

c) Municipal services such as sanitary and storm sewers, stormwater management facilities and municipal drainage will be provided, where feasible, and maintained/upgraded as necessary to accommodate the needs of existing and future development in the Douglastown-Black Creek Secondary Plan Area.

d) Based on findings of the 2010 Waste Water / Stormwater Master Plan study *(XCG Consultants Ltd.)*, no immediate servicing concerns respecting sanitary capacity of the Douglastown Lagoons, or the Regional Pumping Station located in A.C. Douglas Park 1 have been identified.

e) New development may be requested to provide a servicing study that includes analysis of the downstream sanitary sizing and the network's capacity capabilities in relation to proposed development flows.

f) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10 year capital projects budget.

g) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.

h) Existing municipal water supply is currently available to service the majority of the Plan Area. New development may be required to loop watermains wherever opportunity exists to do so.

i) There are currently no restrictions to development within Douglastown-Black Creek under current water supply conditions for lands on the west side of Black Creek. Presently, there are no watermains servicing the lands on the east side of Black Creek and the Town has no directive to undertake this work under capital planning. Local residents would need to successfully petition under local improvement provisions in order to construct a watermain on Switch Road and along the Niagara River Parkway within the Plan Area.

4.20.15. UTILITIES

a) Utility providers are required to consult with the Town when new plant locations or infrastructure is required or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses.

b) Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are both compatible with existing and planned development and technically feasible in an effort to reduce or eliminate potential conflicts.

c) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.20.16. NEIGHBOURHOOD GATEWAYS & LANDMARKS

a) Schedule DBC-2 illustrates a Gateway symbols at the primary entry point of Baker Road at Netherby Road. Future development within the community will also use this access point, further reinforcing its true function as a gateway. The Town shall seek voluntary participation and effort on the part of development interests at this location to promote the gateway.

b) Gateway features act to provide both physical and psychological queues on demarcation of community boundary. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

Intensity of the gateway feature makes an intended statement and projects an image the community can become associated with. This can be done in many ways such as signature buildings or architectural features, or through landscaping treatment and lighting. Combining any or all of these types of treatments provides opportunities to make a very bold statement or a much more modest approach to signal a threshold or specific location.

c) Any Gateway or Landmark Feature planned along a regional road will require consultation with regional staff and potentially an approval depending on actual position or placement.

4.20.17. **INTERPRETATION OF THE PLAN**

The Douglastown-Black Creek Secondary Plan (Official Plan Amendment No.28) consists of Sections 4.20.1 through 4.20.17, and Schedules “DBC-1”, “DBC-2”, “DBC-3”, “DBC-3a” and “DBC-4”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

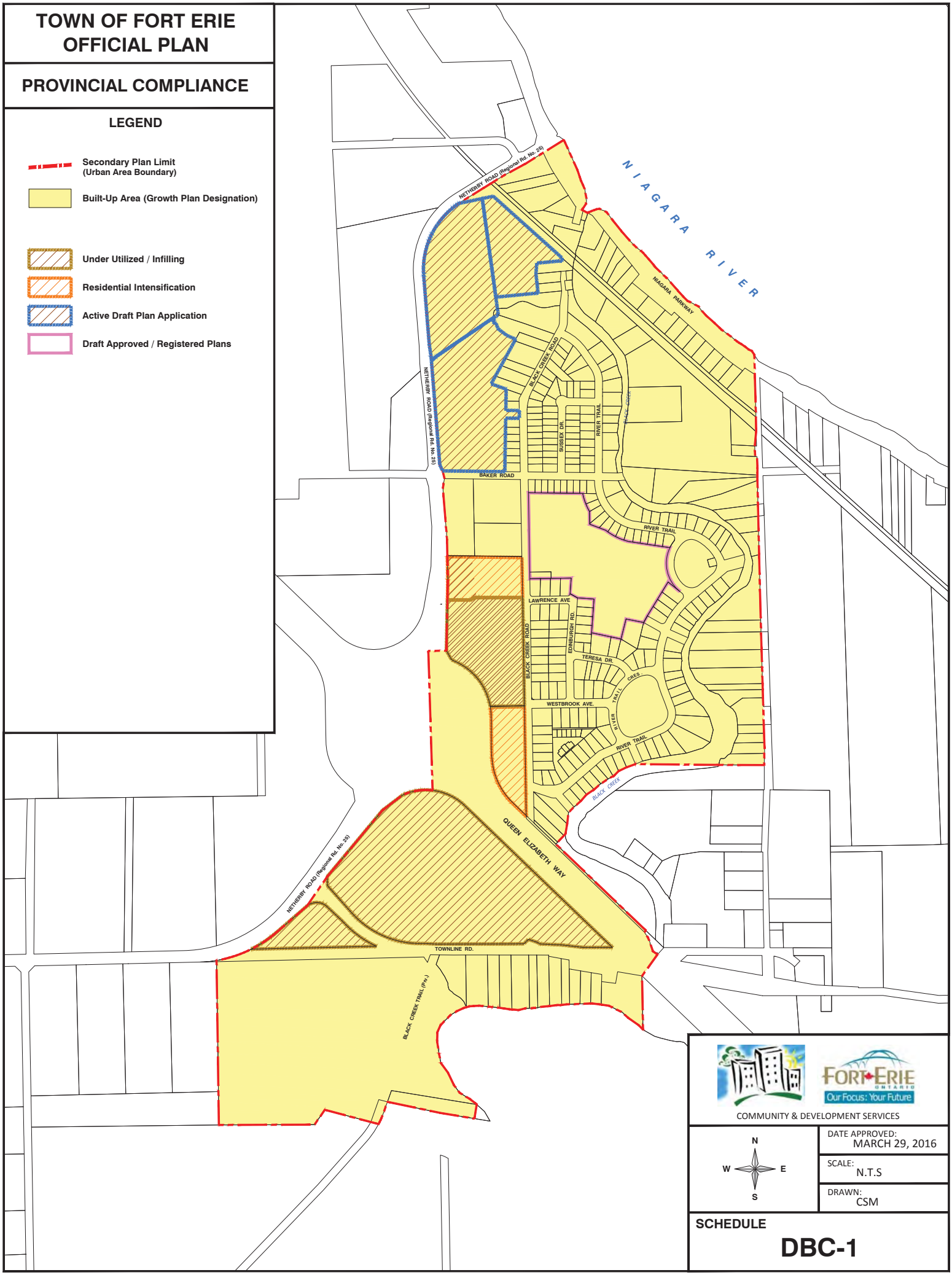
(Section 4.20 was introduced by By-law 2016-034, OPA #28)

TOWN OF FORT ERIE
OFFICIAL PLAN

PROVINCIAL COMPLIANCE

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Built-Up Area (Growth Plan Designation)
- Under Utilized / Infilling
- Residential Intensification
- Active Draft Plan Application
- Draft Approved / Registered Plans



COMMUNITY & DEVELOPMENT SERVICES

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DATE APPROVED: MARCH 29, 2016

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

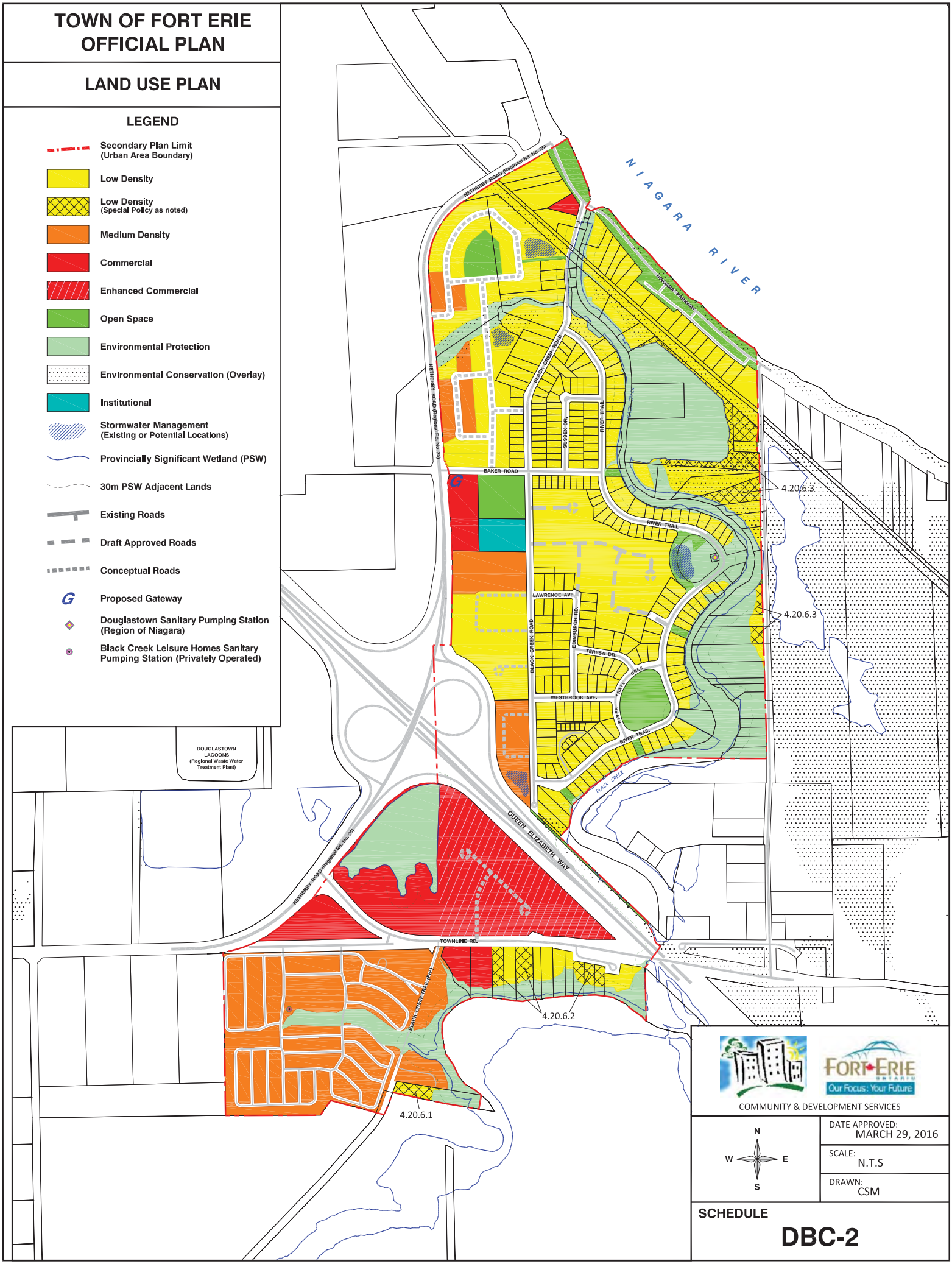
DBC-1

TOWN OF FORT ERIE OFFICIAL PLAN

LAND USE PLAN

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Low Density
- Low Density (Special Policy as noted)
- Medium Density
- Commercial
- Enhanced Commercial
- Open Space
- Environmental Protection
- Environmental Conservation (Overlay)
- Institutional
- Stormwater Management (Existing or Potential Locations)
- Provincially Significant Wetland (PSW)
- 30m PSW Adjacent Lands
- Existing Roads
- Draft Approved Roads
- Conceptual Roads
- G Proposed Gateway
- Douglastown Sanitary Pumping Station (Region of Niagara)
- Black Creek Leisure Homes Sanitary Pumping Station (Privately Operated)



COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE APPROVED: MARCH 29, 2016

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

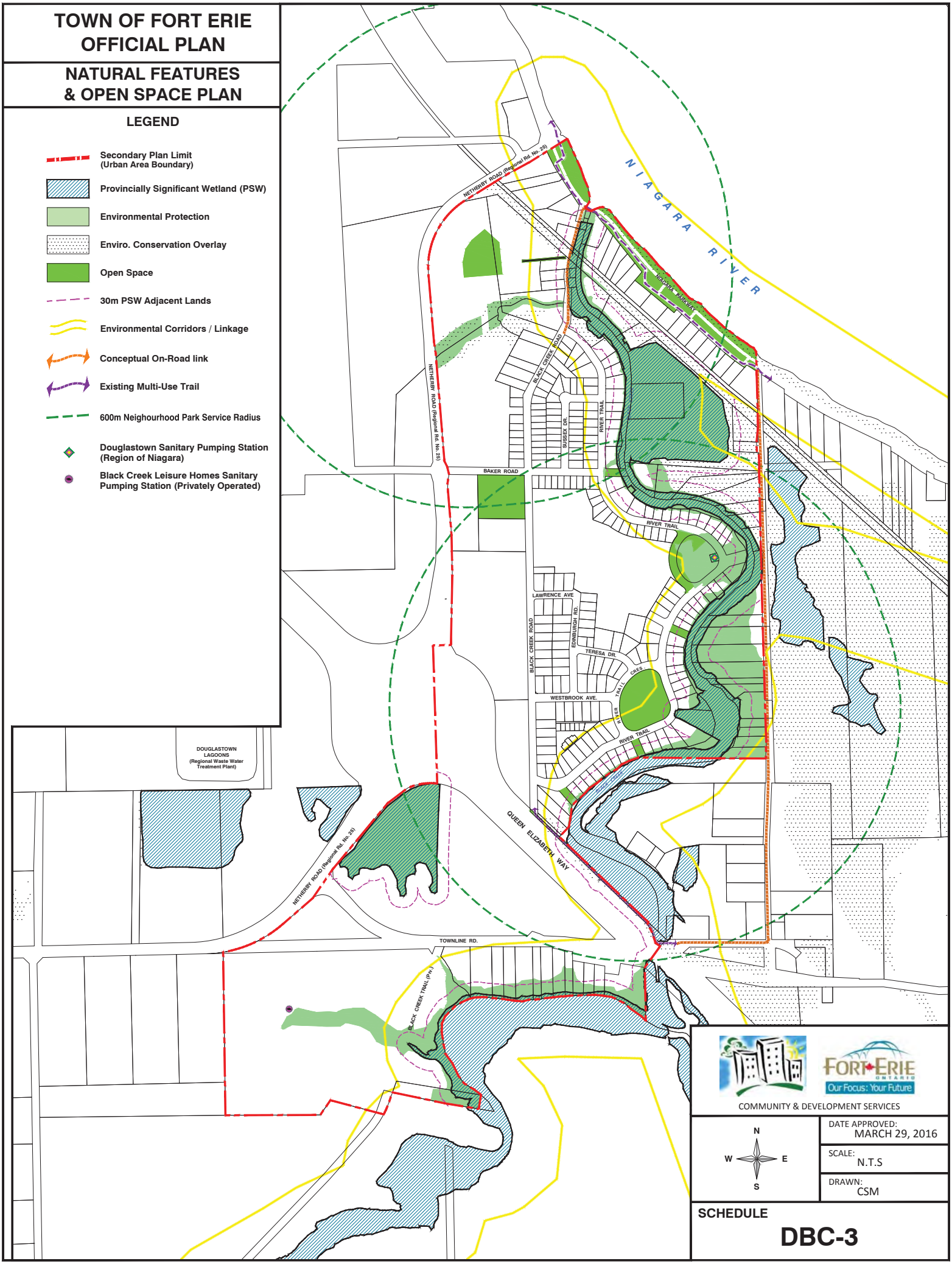
DBC-2

TOWN OF FORT ERIE OFFICIAL PLAN

NATURAL FEATURES & OPEN SPACE PLAN

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Provincially Significant Wetland (PSW)
- Environmental Protection
- Enviro. Conservation Overlay
- Open Space
- 30m PSW Adjacent Lands
- Environmental Corridors / Linkage
- Conceptual On-Road link
- Existing Multi-Use Trail
- 600m Neighourhood Park Service Radius
- Douglastown Sanitary Pumping Station (Region of Niagara)
- Black Creek Leisure Homes Sanitary Pumping Station (Privately Operated)



COMMUNITY & DEVELOPMENT SERVICES

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DATE APPROVED: MARCH 29, 2016

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DRAWN: CSM

SCHEDULE

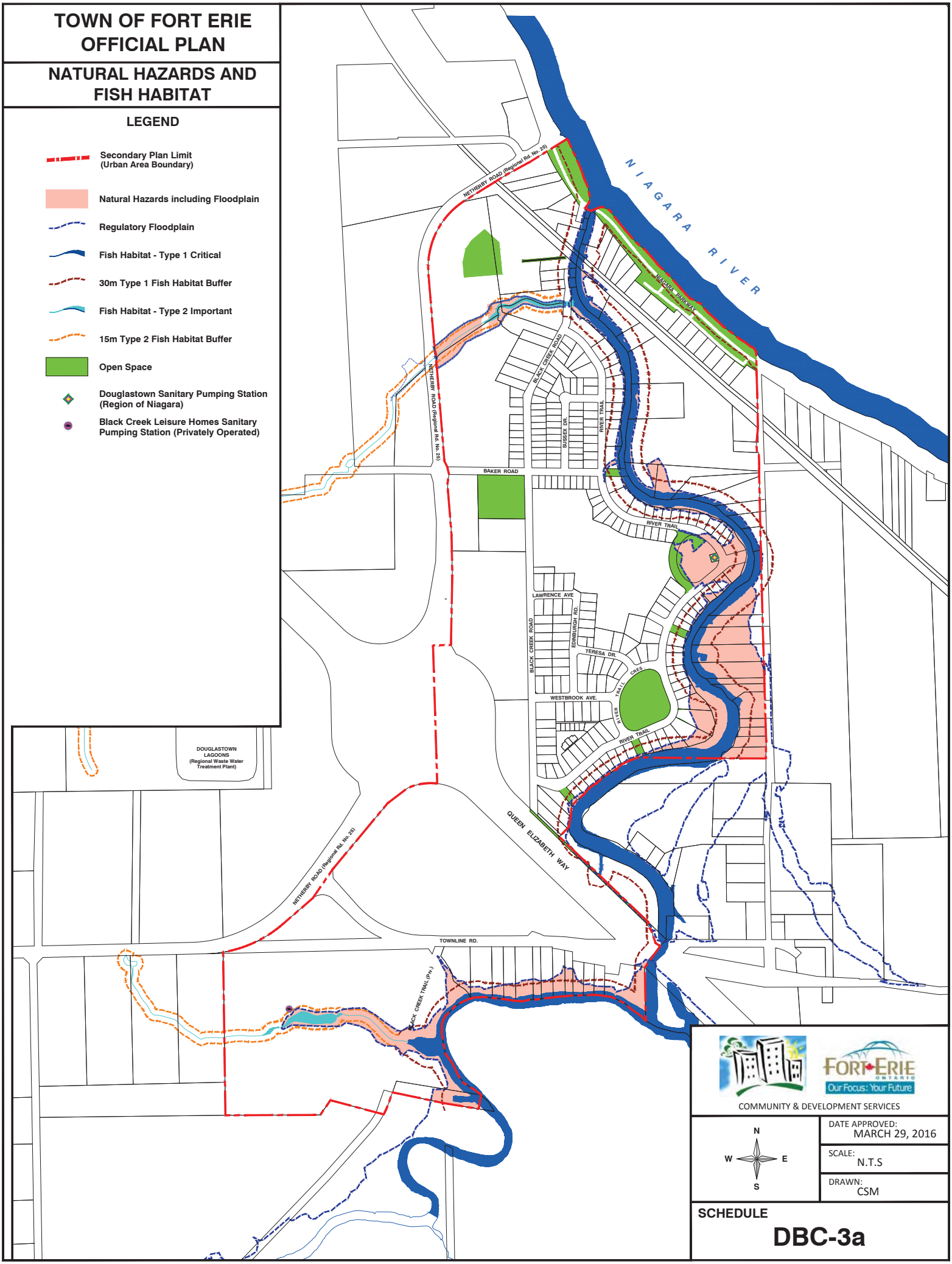
DBC-3

TOWN OF FORT ERIE OFFICIAL PLAN

NATURAL HAZARDS AND FISH HABITAT

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Natural Hazards including Floodplain
- Regulatory Floodplain
- Fish Habitat - Type 1 Critical
- 30m Type 1 Fish Habitat Buffer
- Fish Habitat - Type 2 Important
- 15m Type 2 Fish Habitat Buffer
- Open Space
- Douglastown Sanitary Pumping Station (Region of Niagara)
- Black Creek Leisure Homes Sanitary Pumping Station (Privately Operated)



COMMUNITY & DEVELOPMENT SERVICES

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DATE APPROVED: MARCH 29, 2016

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

DBC-3a

TOWN OF FORT ERIE OFFICIAL PLAN

TRANSPORTATION SYSTEMS

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Open Space
- Environmental Protection
- Enviro. Conservation Overlay
- G — Proposed Gateway

Roads

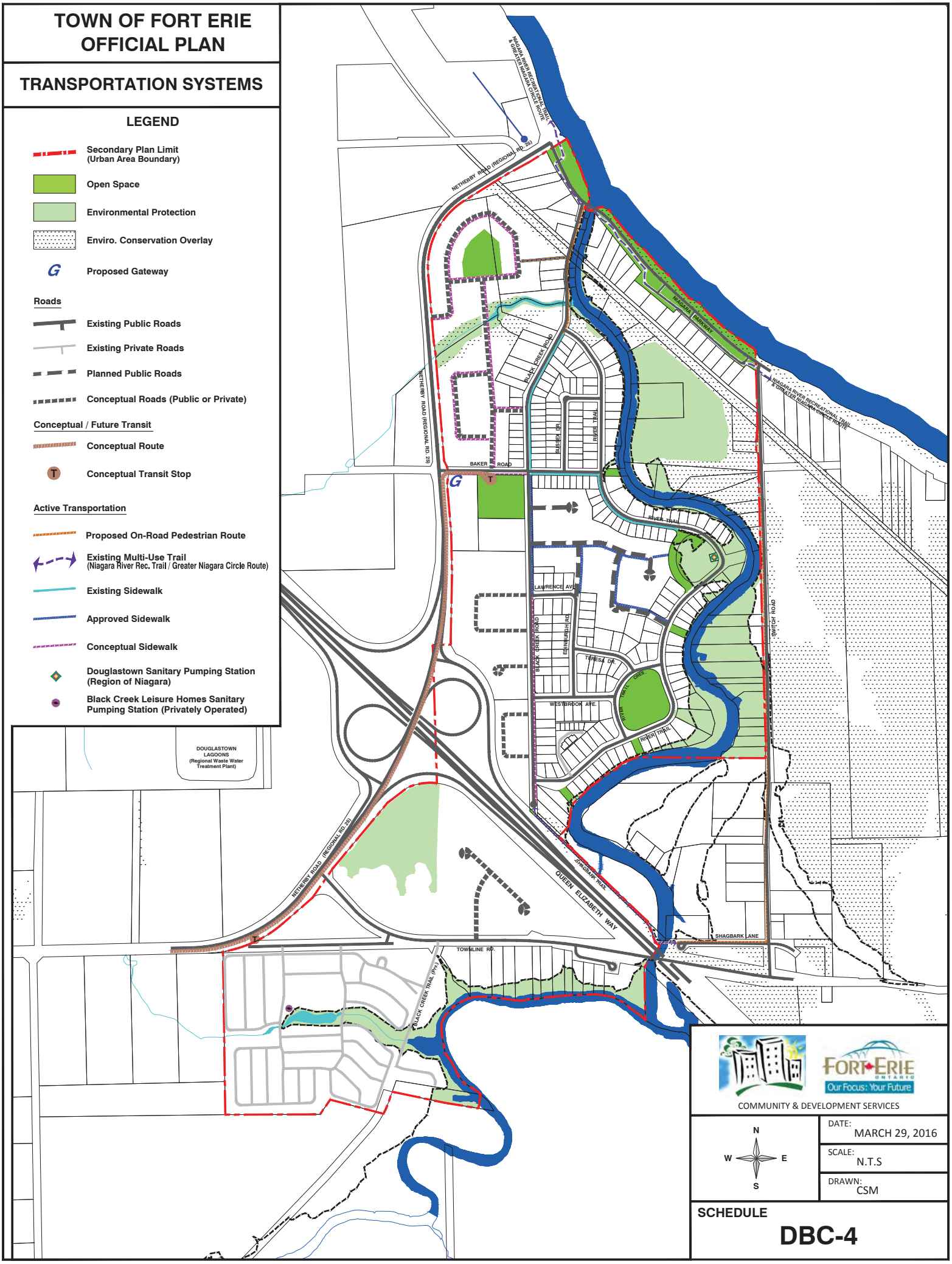
- Existing Public Roads
- Existing Private Roads
- Planned Public Roads
- Conceptual Roads (Public or Private)

Conceptual / Future Transit

- Conceptual Route
- T — Conceptual Transit Stop

Active Transportation

- Proposed On-Road Pedestrian Route
- Existing Multi-Use Trail (Niagara River Rec. Trail / Greater Niagara Circle Route)
- Existing Sidewalk
- Approved Sidewalk
- Conceptual Sidewalk
- Douglastown Sanitary Pumping Station (Region of Niagara)
- Black Creek Leisure Homes Sanitary Pumping Station (Privately Operated)



COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: MARCH 29, 2016

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

DBC-4

4.21. SOUTHEND SECONDARY PLAN

4.21.1. PURPOSE

The purpose of the Southend Secondary Plan is to set in place a policy framework to provide opportunities for new or renewed development in the Plan Area while remaining conscious and sensitive to the established community as a whole. The framework is intended to provide forward direction in achieving subsequent goals and objectives.

The Secondary Plan consists of a land use plan and related policies that serve to guide growth and renewal with the intent to ensure the Town's vision for this neighbourhood can be met. The Planning period being considered extends to, at a minimum, 2041 and may be subject to amendments from time to time, as well as being included the Town's five (5) year review of its Official Plan. Full "build out" or development permitted by this Plan may exceed the 2041 planning horizon timeline associated with Growth Plan objectives and municipal growth management targets as they are continually monitored and reviewed by local and regional municipalities.

4.21.2. VISION

The Secondary Plan is the result of corporate strategic direction and comprehensive consultation. This strategic planning exercise utilized a neighbourhood planning approach including input from senior municipal staff and ward council, together with a Council endorsed Community Focus Group, who all participated in SWOC (Strengths, Weakness, Opportunities & Constraints) sessions. The sessions resulted in the following Community Focus Group **Secondary Plan Vision**:

"Southend Neighbourhood is a place where people want to live, work, play, shop, eat, visit and worship in a safe environment, with a people-friendly waterfront, a vibrant, mixed residential commercial environment on Niagara Boulevard and where sensitive, selective, residential intensification and infilling in the balance of the neighbourhood are accommodated, all of which are supported by professional services."

4.21.3. GOALS

The goal of this Plan is to build off the "vision" established through the strategic planning exercises and information gathered through community consultation. Treating the vision statement as a benchmark has guided this Plan's land use and policy development at the local level, while also respecting the provincial and regional policy directives. Community expressed goals such as a rejuvenated waterfront commercial district and

sensible, selective infilling are primary in policy efforts to advance the neighbourhood aspirations. Increasing the overall population and residential density, even if modest in numbers, can only add to the viability of struggling commercial enterprise along the waterfront and in the transitional custom brokerage areas.

However, in doing so, a balance must be found that is sympathetic to the existing community character and cultural heritage assets that are present within the neighbourhood, particularly in the waterfront areas. Whenever feasible and practical, the Town should investigate funding partnership opportunities, together with the Niagara Parks Commission, for projects to enhance the public realm of Niagara Boulevard and its environs. Additionally, the Town may wish to seek unique status or consideration from the Ministry of Tourism, Culture and Sport (MTCS) with respect to regulation placed on an existing, built community and its ability to intensify. Through public consultation, there had been expressed desire from property owners to have the Province provide relief or financial assistance where uncertainty has led to investment decline, stagnating economic growth or urban renewal within their community due in part to Part 6 of the *Ontario Heritage Act, R.S.O. 1990, c. O.18*.

The Plan supports and maintains residential prominence within the Southend Neighbourhood. An estimated additional 400 residential units is a realistic outlook for a Plan that focuses primarily on in-fill intensification in select areas within the Plan Area. Opportunities will also focus on ensuring infilling is occurring at appropriately higher density than surrounding lands. Other forms of intensification such as additional height along Niagara Boulevard for residential apartment or condominium and mixed use commercial/residential development is afforded, subject to conformity and compliance with regulation and approval by respective authority. In this respect, archaeological matters must be addressed in accordance with provincial policy.

It is a goal of this Secondary Plan to provide opportunities for enhanced residential development potential in proximity of the waterfront, whether through additional height or redesignation, in combination with infilling and vacant land development in other areas of the Plan suitable for growth. Furthermore, rejuvenation of the waterfront core area commercial is also a prime candidate for Community Improvement Plan incentive programs.

The Town may explore opportunities for additional CIP or Development Charge incentive program(s) relating to cultural heritage as a means of assisting in both discovery and also clearance of sites where deemed appropriate. The Peace Bridge Zone of Sensitivity can be a community asset worthy of preservation, just as much as it

can be a burden to community growth in a highly desirable setting close to the River and international border. Property owners consistently seek answers and opportunities about development potential in and around the Peace Bridge Zone of Sensitivity. Constructive dialogue with partners as opposed to continued idle uncertainty is seen as a positive step to enabling growth in an area of the municipality that had long been repressed.

4.21.4. **OBJECTIVES**

The main objectives of the Southend Secondary Plan are to:

a) Provide a variety of housing choice that supports “age-in-place” opportunities for all ages, not just senior residents, but rather housing and tenure that spans the full lifecycle and economic status;

b) Encourage development forms which are more compact to utilize urban land and services more efficiently;

c) Identify locations within the Plan Area which may best support intensifying residential form and reinforce support for these locations through zoning implementation;

d) Increase population in a moderate manner through intensification efforts, recognizing the Southend neighbourhood is predominately built out. An increased population will better support existing community facilities and offer increased viability to commercial enterprise and transit feasibility;

e) Reinforce vehicular access to the Southend waterfront and commercial district through wayfinding signage opportunities, particularly for the first/last exits off the QEW at Central Avenue.

f) Provide supporting policy that recognizes active transportation with focus on connecting links to the Niagara River Recreational Trail, both existing and planned for construction. Promote tourism and cycle tourism in addition to making the waterfront a people focused destination;

g) Clarify existing regulatory constraints in terms of flood elevation along the Niagara River and development impact resulting from any such regulation;

h) Embrace and promote transit use and service to the community;

i) Protect existing industrial designations for the long term, for their added diversity and employment opportunities within the existing neighbourhood.

j) Leverage the existing “Riverwalk” amenity area and specialty parks along Niagara Boulevard, seeking new opportunities to add waterfront access and amenity to further enhance the River and commercial district as a destination for residents and visitors.

4.21.5. GENERAL POLICIES FOR ALL DESIGNATIONS

a) The Southend Secondary Plan is largely characterized as being a “built-up” area with limited opportunity for infilling of vacant and/or underutilized lands. Those lands that are available for development or redevelopment will be the focus of growth and intensification and will assist the Town in meeting with its intensification target municipal-wide. However, areas of infilling and intensification are not to be viewed in isolation from the surrounding existing development and shall be sensitively planned, having considered such factors as setbacks, interface, height and access. In the interests of promoting new growth opportunity within the Secondary Plan Area, view shed protection and overlook concerns may be considered, but shall not be deterrents to intensification efforts.

b) Sections of the Plan Area are identified as holding significant cultural heritage resource interest and potential. Regard for section 4.21.17 of this Plan and section 11.4 of the parent Official Plan must be addressed. The Town supports continued dialogue with provincial ministries or their representatives that may lead to solutions concerning economic viability of redevelopment or mitigation on sites that are proven to hold resources. The Town supports opportunities for incentive programs that enable property owners to maximize available development potential while also respecting the cultural resource value that potential sites have or may provide,

c) Site specific zoning that is in force and effect on select sites within the Plan Area, including any sites with existing holding provisions, shall continue to apply to those sites and will be recognized through zoning implementation of this Plan, unless otherwise identified or modified by this Plan.

d) Transition to more sensitive use of the properties may require Provincial Ministry clearances such as, but not limited to, Certificates of Approval or Record of Site Condition to be determined on a site by site basis, through pre-consultation with the Town and relevant authorities.

e) New development shall be subject to Accessibility for Ontarians with Disabilities Act, *2005* and any relevant Regulations made thereunder concerning full accessibility and barrier free design where required.

4.21.6. **RESIDENTIAL – GENERAL**

a) Section 4.7 of the Town's Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein. More specifically, Section 4.7.4.1, sentence II & III provide the over-arching policy applicable to this Secondary Plan and its intensification efforts.

b) Schedule "S-2" designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections herein shall apply accordingly.

c) The Plan sets out to provide for initial areas of low, medium and higher density residential designation, as well as adjustment to commercial designation or re-designation to mixed use in support of residential uses, recognizing existing community structure and limiting changes in designation to those which are both practical and those which have displayed neglect or diminishing prevalence of past land use.

d) The Secondary Plan provides an opportunity for **approximately 400 additional units**, primarily through select infilling and general intensification of vacant or underutilized properties. While opportunity to intensify can be a consideration throughout the Plan Area on a site-by-site basis, the Plan focuses attention on providing the majority of the new residential units towards the westerly end of the Plan Area, where a number of larger, vacant parcels or assembled lands currently exist.

   These larger parcels will be the primary focus for achieving higher density residential projects where access to collector / arterial road networks is often immediate or in close proximity and where adjacent land uses may represent suitable transitional use and form.

   The Plan recognizes the anticipated increase of residential provision is not restricted to lands only designated for residential use, but can be expected in commercial and core mixed use designations, accounting for 50% or more of the total new unit targets.

   Infilling on smaller parcels and vacant lots will provide opportunities to augment or supplement unit creation within established neighbourhood areas. This does not preclude slight intensification.

Vacant or redeveloping lots in low density, detached neighbourhood areas may, through by-law amendment, be considered to intensify with semi or duplex dwellings. Site specific zoning may be applied to address any potential compatibility issues.

This lower impact, incremental form of intensification is of more interest on suitable lots east of Battery Street and Archange Street, down to the core mixed use and medium density designations associated with Niagara Boulevard, but is also suitable for lots found along transit routes, collector roads and arterial roads. As part of a required zoning by-law amendment seeking such “soft” intensification, these locations shall be considered and may be required to supply supporting information for use in assessing compatibility with existing buildings and surroundings.

Therefore, notwithstanding policy 13.4.II a) to the contrary, a change in zoning to permit a semi-detached or duplex dwelling on vacant lands, or lands previously zoned and/or occupied by a single detached dwelling in the areas outlined above, may be placed under Site Plan Control to ensure appropriate details are provided that can demonstrate compatibility is being achieved.

Other areas of focus include Niagara Boulevard and environs, where addition of residential dwellings to commercial / mixed use sites shall be encouraged. Redesignation of select peripheral commercial sites to provide for a range of residential density will also be accommodated in order to boost residential growth potential in the desirable waterfront district over the long term. Zoning implementation shall also be used in support of intensification and may detail regulations such as density and height, and may also recognize existing commercial uses being permitted in continuity, until such time as a transition to residential occurs.

e) Collectively, with potential for intensification, small lot infilling and any potential consents for creation of new lots, **a population increase of approximately 1000 residents can be expected over the long term**. This combined with the estimated 3800 existing residents would bring the total population of the Southend Neighbourhood to approximately 4800 persons, representing just under a 25% increase in neighbourhood population.

f) An appropriate level of affordable housing and senior citizen’s housing shall be considered by the Town when reviewing development applications proposed

within the Plan Area, in keeping with Provincial Policy. When considering seniors residences, location in proximity to community services such as transit, medical and commercial, will be a key factors in the effort to provide greater ease of access to such amenities.

g) Residential that may be planned adjacent or in close proximity to the QEW Corridor and Central Avenue Interchange ramping shall comply with Ministry of Transportation (MTO) building setback and permit requirements, and may be required to demonstrate compliance with Ministry or Environment and Climate Change (MOECC) noise and vibration regulations in providing adequate mitigation to sensitive residential uses.

h) Where the Niagara Parks Commission have jurisdiction over Niagara Boulevard, permit applications will be required.

i) Storm water management shall be a function of engineering review for new or redeveloping sites within the Plan area. The community is predominantly built-out, which occurred prior to contemporary development and water quality standards and as a result, large open storm detention and sediment ponds are not generally feasible within this Plan context. Despite this being the situation, stormwater run-off and quality will be subject to review and approval of the pertinent authorities.

j) All residential development shall be subject to the regulations and provisions of the Town Comprehensive Zoning By-law 129-90, as amended from time-to-time, or succession thereof. Site specific zoning may be used in certain situations or under special circumstance during implementation of this Plan.

4.21.7. LOW DENSITY RESIDENTIAL

a) The lands designated on Schedule “S-2” as “Low Density Residential” shall be reserved for single detached, semi-detached and duplex dwellings and uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) Schedule “S-2” illustrates the Low Density designation, which is predominant throughout the Secondary Plan Area, accounting for approximately 1450 existing units (approximately 77%). As the low density area is almost entirely built-out, any addition of low density built form will likely come from consent or limited vacant parcel infill. A Low Density range of up to 16 units per hectare will assist in providing opportunities for additional Low Density building stock while also making efficient use of existing and proposed infrastructure. Low Density built form through infilling can be expected to represent a more compact design with a

target of providing approximately 50 Low Density units over the long term, assisting in achieving a targeted mix of 70% Low and 30% Medium/High Density throughout the neighbourhood.

c) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment having considered matters such as size of the site and compatibility, proximity to arterial roads, parks or open space areas. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.21.6 d) and 4.21.8 c).

4.21.7.1. BERTIE STREET

a) These lands display unique characteristics such as size of lot, topography, vegetation and through lot access. Despite underutilization, the site would not be conducive for intensification of residential without considerable site alteration likely compromising vegetation and slopes. These lands shall be designated low density, also permitting alternative land use in the form of small scale institutional use, such as a hospice or specialized elder care.

Any such use shall preserve the characteristics of the property. Proposed change to institutional use may occur without amendment to this Plan. Also, any such proposed change shall need to demonstrate site compatibility with adjacent residential uses as part of the zoning amendment process. Site Plan Control will be a requirement.

4.21.8. MEDIUM DENSITY RESIDENTIAL

a) The lands designated on the Schedule “S-2” as “Medium Density Residential” shall be reserved for multiple-unit structures (such as townhomes, triplex, quads and apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) Medium Density shall generally be developed between a range of 17 to 50 un/ha. Increased density may be considered for key sites along Niagara Boulevard and other key locations with site specific policy and zoning aimed at compatibility or capability under site plan control.

c) A minimum target of 25% Medium Density residential unit yield shall be anticipated within the overall Neighbourhood. In effort to achieve or exceed this target, the medium density designation and dwellings should comprise approximately 40% (150 units) of all new residential units constructed within the

Plan Area. A Medium Density range of 17 to 50 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.

d) The majority of new medium density residential development is anticipated in the form of townhome and low-rise apartment dwellings. Height shall not exceed three (3) storeys unless otherwise identified in site specific policy and defined in zoning by-law.

e) The Plan anticipates underutilized land be the focus for medium density infilling using built form described in policy 4.21.8 a), b) and c). Select sites may be subject to site specific policy and zoning to limit or mitigate potential for compatibility concerns in certain contextual settings.

f) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

g) Additional studies (Section 13.15.IV) may be a requirement prior to development plans being processed or considered for approval. Preconsultation with the municipality and partner agencies will result in a determination on any relevant study work being required to support proposed development with approval authority resting with the relevant or requesting agency.

h) An amendment to this Plan will be required to justify Low Density residential development on lands designated as Medium Density Residential in this Plan.

i) Notwithstanding 4.21.8 a) to the contrary, a vacant lot of record may be used for a single detached residential dwelling if zoned for such use prior to approval of this Plan. Regulations for the single detached dwelling would need to meet with the minimum requirements of the previous zone.

4.21.8.1. SOUTHWEST CORNER OF CONCESSION ROAD AT GILMORE ROAD

a) The lands identified as Medium Density on the southwest corner of Concession Road and Gilmore Road shall be used for multiple residential. Development should take the form of a low-rise three (3) storey apartment structure with a maximum site density of 34 un/ha (24 units). Alternative form such as townhomes may also be considered provided the site develops at a minimum of 17 un/ha.

b) Efforts to retain existing vegetation along the southern limits to extent possible shall require a tree preservation plan be prepared as part of any site planning requirements.

c) Site design must conform to the RAC-FCM Guidelines for new development in proximity to railway operations.

d) Lands located on the northern side of Gilmore Road are designated industrial and residential development will need to consider MOECC D-6 Guidelines as part of any development proposal.

4.21.8.2. UNDERUTILIZED LANDS EAST OF DOUGLAS MEMORIAL/EAST END OF HAGEY AVENUE

a) Existing properties located at the eastern end of Hagey Avenue hold significant potential for development of complimentary residential to that of existing institutional residential accommodation offered by Crescent Park Lodge and Maple Park Lodge. Independent and assisted living in this proximity would contribute to a continuum of care residential hub for retirement and senior aged demographics that may assist in alleviating housing needs for seniors with partners requiring differing levels of assistance and/or accommodation.

b) Additional land assembly for this location shall be encouraged in effort to provide comprehensive site designs that maximize efficiency, capability and secondary access.

c) The Town supports extension of Hagey Street to a point capable of providing suitable public road frontage to the identified lands. Extension of the public road allowance will require private ownership (Niagara Health System) be engaged in discussions with benefiting landowner(s). Costs associated with a Hagey Street extension shall be the responsibility of the benefiting private property owners. An alternative to public road allowance extension (private road or driveway) will need to satisfy municipal authorities that access will be held in perpetuity to any subsequent development.

d) Site density shall be within the density range provided for under 4.21.8 b)

e) Site designs may consider varied residential form as part of comprehensive development plan on the available vacant lands. Multiple residential zoning may identify permissive residential form that can be used in combination and may include small detached bungalow or small bungalow town homes when part of a seniors living development proposal. Regardless, overall site density must meet with density requirements of 4.21.8 b). The municipality may request/require

phasing of new development to include higher density form be constructed first, or together with other forms of residential dwellings.

f) Residential development of these lands will need to consider MOECC D-6 Guidelines as part of any development proposal respecting the existing industrial use in the vicinity (Rich's).

4.21.8.3. VACANT LANDS SOUTH OF LAVINIA STREET BETWEEN ABERDEEN STREET AND DOUGLAS STREET

a) Vacant lands are encouraged to consolidate for optimal development efficiency. Should any remaining lands with frontage on the un-improved portion of Lavinia Street be consolidated, the Town's Land Committee may be requested to consider the remaining un-improved road allowance surplus.

b) Medium density development should be in the form of townhomes or lowrise apartment dwellings meeting with the density range identified under 4.21.8 b)

c) Height of any development on these lands shall not exceed three (3) storeys.

4.21.8.4. LANDS MUNICIPALLYKNOWN AS 215-219, 221-229, 237, 253 AND 263 NIAGARA BOULEVARD

a) The identified properties are designated as medium density residential to permit new construction and/or renovation of existing structures in support of residential intensification.

b) It can be anticipated that new residential development shall take the form of residential apartments seeking to optimize views and amenity of the Niagara River. Site specific zoning provisions shall be applied to the lands subject of this policy.

c) Building height shall be permitted up to 5 storeys with increased density, where it can be demonstrated through site plan control, that site design and zoning requirements are being achieved. The increase in height will have regard for building placement and orientation, so as to minimize impacts on any adjacent lower density residential.

d) Vehicular access should be planned and provided from adjacent municipal roadways, keeping the frontage of Niagara Boulevard free of driveways where ever possible, in effort to create a pedestrian friendly streetscape

e) Property consolidation and/or shared access between adjacent properties are encouraged.

f) Off-site parking to meet minimum requirements may be permitted, subject to location being situated immediately adjacent to the subject lands or directly across the road allowance from the subject site. Agreements must be registered on title to provide the required parking in perpetuity. Zoning shall provide permissions and the Site Plan process shall be used to ensure enhanced landscape and aesthetic treatment to adjacent properties and roadways, particularly when exposed to Niagara Boulevard.

4.21.8.5. LANDS MUNICIPALLY KNOWN AS 22 LAVINIA STREET

a) Notwithstanding the policies of 4.21.8 a) to the contrary, should the nonconforming use of the site continue, shared access between adjacent properties shall be prohibited. The site shall otherwise be subject to policy 4.21.8.4.

4.21.8.6. LANDS MUNICIPALLY KNOWN AS 213 NIAGARA BOULEVARD

a) Notwithstanding policy 4.21.8 b), this site is permitted to have a maximum density of 75 un/ha., representing the existing site conditions. Site specific zoning shall be used to restricted and describe existing conditions.

4.21.8.7. VACANT LANDS ON THE NORTHWEST CORNER OF QUEEN STREET AND GODERICH STREET (0 QUEEN STREET)

a) The identified property is designated Medium Density residential and shall be developed as a multi-unit apartment building with a maximum height of three (3) storeys.

b) Notwithstanding policy 4.21.8 b), this site may be developed to a maximum of 70 un/ha without amendment to this plan, subject to the site plan demonstrating required parking can be accommodated on site. Site specific zoning may also reduce front and exterior setbacks on this site to assist in achieving higher density at this location.

c) Site design shall direct parking to the rear or side yards only.

4.21.8.8. LANDS MUNICIPALLY KNOWN AS 223 STANTON STREET

a) Maximum height for multi-unit residential shall be two (2) storeys. Site specific zoning may be used to define the range of permitted built form that may include ground-based multi-unit dwellings to two (2) storey apartment buildings.

4.21.8.9. LANDS ON THE SOUTH SIDE OF PRINCESS STREET, BETWEEN WATERLOO AND ARCHANGE STREETS AND 15 QUEEN STREET

a) These lands are transitional from diminished commercial and are designated medium density residential.

b) Property owners are encouraged to fully transition these lands to residential use over the short to mid-term of this Plan's 25 year planning horizon.

4.21.8.10. LANDS MUNICIPALLY KNOWN AS 70 PRINCESS STREET

a) Notwithstanding the residential designation, office commercial use may be permitted to continue with up to 25% of the main floor area. Site specific zoning will be used to identify and recognize such permissions.

b) Property owner is encouraged to fully transition these lands to residential use over the short to mid-term of this Plan's 25 year planning horizon.

4.21.8.11. LANDS MUNICIPALLY KNOWN AS 61 QUEEN STREET

a) Notwithstanding the residential designation, take-out restaurant use of the front portion of main building ground floor may be used for a take-out restaurant use to a maximum of 17% (300 sq.ft.) of the floor space. Use shall be limited to providing concession offerings such as coffee, ice cream and other small scale consumable products produced off-site such as muffins, cookies, sandwiches, or similar, for consumption off-site. Floorspace devoted to the permitted use shall meet with all code requirements (building, fire, health, etc;) and acquire / maintain appropriate business licensing.

b) Property owner is encouraged to fully transition these lands to residential use over the short to mid-term of this Plan's 25 year planning horizon.

4.21.9. CORE MIXED USE

The Core Mixed Use designation is intended to recognize and delineate properties that shall be the focus of combined commercial / residential buildings and uses with a

purpose of generating an identifiable and intensified area of resident, pedestrian and commercial activity. The designation serves as a focal point or destination for visitors and residents in a highly unique and picturesque setting next to the Niagara River.

The Core Mixed Use designation represents the traditional commercial core area and its associated residential components. Buildings existing in the core area are generally characterized as having been one of two distinct built forms. Firstly, “purpose built” commercial or institutional uses in the core area’s early years of urbanization and secondly, residential buildings that have been modified / adapted for office or commercial use as the need for community commercial and a burgeoning customs brokerage industry grew, expanding into the residential areas.

As a result, there is an eclectic mix of remaining built-form being used residentially and commercially. The building stock ranges from turn of the century to post-war and post-modern eras with limited continuity of contemporary cultural significance.

The Town will consider developing Urban Design Guidelines in conjunction with the Niagara Parks Commission in the future. However, until such time, focus on development and redevelopment, particularly along the Niagara Boulevard, shall be encouraged to reinstate a consistent street wall through site design and building placement. Zoning for the core mixed use area shall provide flexibility through minimal setback requirements, recognizing site constraints may dictate building placement. Every feasible effort to reinstate the street wall shall be encouraged. Latitude on architectural designs shall be afforded, however architectural details and features should be employed, adding visual interest and identity to the vernacular of the streetscape.

Policies of this section promote intensification of the commercial activity in a concentrated area and seeks opportunities for additional residential through modest, increased height of the existing building stock and properties suitable for development or redevelopment as the case may be, having addressed known constraints to the satisfaction of the relevant approval authorities.

a) The lands designated as “Core Mixed-Use” on Schedule “S-2” shall be reserved for a variety of retail, restaurant and office uses, as well as residential uses. The Core Mixed Use areas are shown on Schedule “S-2” and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.

b) Section 4.8.1.III provides that Core Mixed Use areas will be identified through the Secondary Planning Process.

c) The Town recognizes the unique cultural and historical significance of Niagara Boulevard and its environs. The Southend commercial area is also recognized as being fundamentally and characteristically different than other commercial designations within the Plan Area. As a result, a Core Mixed Use designation better reflects the direction the Town seeks to establish over the long term with increased resident population, viable and more compact commercial enterprise in a favoured riverside destination for residents and visitors alike.

d) Existing stand-alone dwellings shall be permitted to remain while new residential stand-alone dwellings will not be permitted, with limited exceptions, such as replacement due to fire.

e) The maximum height for buildings within the Core Mixed Use designations shall be established in the implementing zoning by-law and may be varied depending on proximity to Niagara Boulevard, site area and frontage.

f) The Town shall implement the appropriate zoning to reflect the Core Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions. Site specific zoning may also be implemented where certain or existing circumstances dictate.

g) New development in the Core Mixed Use designation shall provide at-grade commercial with a residential requirement typically on upper floors. The zoning may also provide for limited at-grade residential permissions through its regulations.

h) Owners of existing buildings with suitable upper levels that can be converted for residential use shall be encouraged to do so, subject to applicable zoning provisions for such residential use (eg. – parking) and any other regulatory authority clearance requirements.

i) Bed and Breakfast establishments, as a Home Occupation, shall be permitted in existing detached residential dwellings within the Core Mixed Use designation, provided applicable zoning provisions can be met, including provision of adequate on-site parking and licensing.

j) The Town shall seek to implement and administer funding programs to assist eligible commercial properties within the Core Mixed Use designation. Boundaries of a Community Improvement Project Area will be established under

separate amendment and may or may not include all Core Mixed Use designations, with criteria defined at the time of the Project Area being established.

k) Any existing buildings subject of conversion, expansion or addition for the purpose of mixed use shall require Site Plan Control. Details of which, shall provide clear indication on key site design requirements related to parking (on-site or off, where permitted), outdoor amenity space for residents and waste management solutions.

l) Drive-thru facilities associated with restaurants, banks or any other type of commercial dispensary shall be prohibited within the Core Mixed Use designation.

m) Residential associated with Core Mixed Use shall not be subject to minimum or maximum density range. Residential components will, however, be subject to minimum standards for dwelling unit sizes and any other applicable zoning regulations or requirements identified in the implementing zoning by-law, including being within a mixed use building that has a maximum height defined within said by-law.

n) Commercial floor space within the Core Mixed Use designation shall be exempt from parking requirements; however residential components shall be subject to the general provisions of the Town's Comprehensive Zoning Bylaw as amended from time to time.

o) Residential units will be subject to the regulations of the implementing bylaw with limited exceptions such as retirement homes and existing standalone residential.

p) The Town supports cultural festival activities within the Core Area as a means of stimulating commercial activity and community vitality of this picturesque riverside downtown environment. Artistic contributions may be suitable for consideration in the downtown area such as public art display or sculpture.

q) New automotive related uses are not permitted in Core Mixed Use areas.

r) New at-grade commercial shall provide for full accessibility and barrier free design.

4.21.10. **COMMERCIAL**

a) The “Commercial” areas are shown on Schedule “S-2” and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.

b) Lands designated Commercial shall be zoned for their intended commercial uses and may include site specific zoning provisions and regulation to assist in implementation.

4.21.10.1. LANDS MUNICIPALLY KNOWN AS 256 BERTIE STREET

The property represents one of the neighbourhood’s highest potential residential yielding sites despite its commercial designation. Suitability for development at a higher residential mixed use density of these lands is of interest to the Town for the following reasons:

a. The location at the intersection of major roads (Bertie Street and Concession Road) represents a transitional land use between the future uses permitted under the Urban Entertainment Centre designation and zoning to the west and those remaining medium density residential uses to the east with lower density situated north;

b. Proximity and access to the QEW;

c. Proximity to major commercial and institutional uses;

d. Transit exposure;

e. Minimal impact to adjacent properties with respect to height and design flexibility;

f. Pending Hagey Avenue access addition improves site access opportunity and options;

g. Potential for underground parking with available overburden depth.

h. High neighbourhood and highway exposure for commercial uses.

i. Nothing shall prevent these lands from developing commercially under the regulations and provisions as set out in the Town’s Comprehensive Zoning By-law.

ii. Ownership are encouraged to include a residential component into site design and building mass with at-grade retail, restaurant and office commercial uses occupying the ground floor in its entirety. Residential dwellings above may develop with an additional 8 storeys to a maximum of 115 dwelling units.

iii. If at the time of development, the commercial uses are not viable components of the overall site design, the site may develop in a fully residential capacity up to 125 dwelling units in total with a maximum of 10 storeys in height. Should the site develop wholly residential, a minimum of 50 un/ha shall be achieved.

iv. Permitted uses with mixed residential/commercial will be identified in the implementing zoning.

v. Outdoor amenity area for residential shall be defined in the implementing zoning. A rooftop common amenity space and use is also permitted and encouraged.

vi. Smaller scale stand-alone corner commercial of not more than 25% of the site area may be permitted via the consent process; however this shall require a site specific zoning by-law amendment for remaining lands for medium density residential with a net minimum density of 50 un/ha.

vii. Supporting studies (Section 13.15.IV) for any development scenario shall be determined as part of the pre-consultation with approval authorities, including the Ministry of Transportation.

viii. Residential development of these lands will need to consider MOECC D-6 Guidelines as part of any development proposal respecting the existing industrial use in the vicinity (Rich's).

4.21.11. EMPLOYMENT LANDS (INDUSTRIAL)

The Secondary Plan has limited lands currently in use as industrial. This plan shall preserve the industrial designations for these lands and any adjacent lands presently designated, for the potential future expansion of their operations (Rich's).

a) The Policies of Section 4.10 shall apply to all Industrial lands within the Southend Secondary Plan Area. Section 4.10 provides general comprehensive policy coverage for Industrial lands within the Plan Area and shall be relied upon for guidance when development is being considered.

4.21.12. **INSTITUTIONAL**

a) The lands designated on Schedule “S-2” as “Institutional” recognize the existing institutional uses established within the Secondary Plan Area. The designation within the Plan Area shall be reserved for a variety of public and institutional uses and be generally governed by the parent Official Plan policies of Section 4.12.

b) Should any Institutional lands be considered for sale or divestment, current ownership is encouraged to consult the Town on such plans to discuss alternate site uses when redesignation or rezoning is anticipated. The Town may also seek to pursue acquisition in select circumstances to either carry but not limited to such uses as park space or municipal parking, depending on location and size.

c) Transition from Institutional to residential may occur through a site specific zoning by-law amendment, subject to the residential policies of this plan and general provisions of the Town’s Comprehensive Zoning By-law. Determination on residential density will be assessed at such time that any sites may transition, having considered such matters as neighbourhood character and the growth objectives of this Plan and the Town in general.

4.21.13. **PEACE BRIDGE**

a) The lands designated on Schedule “S-2” as “Peace Bridge” recognize the existing land holdings of the Peace Bridge Authority and the uses shall be generally governed by the parent Official Plan policies of Section 4.12 and more specifically, Section 4.14.2.

4.21.14. **OPEN SPACE**

a) The lands designated as “Open Space” on Schedule “S-2” shall be reserved for a variety of active and passive recreational uses. The policies of Section 4.13 shall generally apply to lands designated as Open Space and may be amended from time to time, where new Parks and Open Space Master Planning has identified or modified objectives.

b) The Plan contains both public and private Open Space. Lands shown as Open Space are intended for long term use as such, regardless of public or private ownership.

c) The Plan Area contains several instances where Private Open Space is identified. Designation and zoning of these private lands does not imply municipal acquisition. The lands identified as Private Open Space are either currently designated as such, or have been designated to reflect constraints that

would otherwise limit the use of the land for anything other than existing uses or passive, non-invasive, surface oriented activity.

The Town shall encourage ownership to seek out partnerships that may lead to beautification and landscaping efforts to enhance the aesthetic of the Private Open Space and by extension, the public realm in general. Any development on lands designated Private Open Space shall be required to undertake a site plan process prior to any work being undertaken. The use of holding provisions may be applied through zoning to ensure compliance. Lands identified under an "Open Space" designation within the Southend Secondary Plan Area are further defined as provided for below.

4.21.14.1. OPEN SPACE – PARKS (NEIGHBOURHOOD AND SPECIALIZED)

a) Town owned parks fall within three classifications as currently stated in the 2006 Parks and Open Space Master Plan. These are known as Community Parks, Neighbourhood Parks and Specialized Parks. While a "Community Park" does not fall within the Secondary Plan Area, Sugarbowl and Oakes Parks are immediately adjacent on the northern boundary of this Plan. These are substantive parks and serve both as a Community and Neighbourhood Park spaces serving the northern portion of the Secondary Plan population. The remaining Neighbourhood Parks are that of Douglas Park in the southwest adjacent to Peace Bridge Public School and the Goderich Street Park along the west side of Goderich Street. Combined and geographically positioned, these parks service almost the entire Plan Area residents.

The following policies are intended to identify objectives of the Town as it relates to:

Neighbourhood Parks

a) **Douglas Park** will be a focus for physical improvements and addition of park features and fixtures as a result of review and recommendation through the Parks and Open Space Master Plan (2017). The park is sizable enough and hosts team sports field activities and may also hold potential for additional uses such as a playground facility. The Town shall also explore opportunity for shared use with the District School Board for the Peace Bridge Public School to capitalize on the amenity potential that can be offered to students and residents.

b) **Goderich Street Park** is generally reserved for passive recreational pursuit and casual activities not requiring large open field areas. The location and topography are limiting factors to the long term development of the park space. Any

additional park development will be as recommended in the Parks and Open Space Master Plan.

Specialized Parks

c) Specialized parks in context of the secondary plan include such features as Riverwalk and Freedom Park. These park spaces are adjacent to the Niagara River and are owned by the Niagara Parks Commission (NPC) Agreements in place with the Town for their use as specialized parks and offer unique passive and active recreational opportunity.

d) The Town's Waterfront Strategy shall assist in guiding the long term use and preservation of the waterfront park spaces and the Town shall work cooperatively with NPC in seeking opportunities to enhance the pedestrian and cycling activity with facilities that provide areas of respite and comfort for the prolonged enjoyment and use of the waterfront open spaces.

4.21.14.2. OPEN SPACE – TRAIL AND LINKAGE

a) The Town supports linkage opportunities that assist in providing improved pedestrian connection and access to points of interest such as Community and Neighbourhood parks, Trans-Canada Trail, Niagara Circle Route and the Niagara River Recreational Trail, including Riverwalk and the Core Mixed Use area of Niagara Boulevard.

b) The Town shall make every effort to ensure publicly accessible linkage opportunities are identified, protected and accessible when new development or re-development is proposed within the Plan Area. This includes retention of an Open Space designation along the Niagara River regardless of ownership. Some linkage shall remain privately held and until such time that the lands may become available, access remains in private ownership control. Recommendations of the Town's Waterfront Strategy shall provide guidance on matters relating to waterfront within the Plan Area.

c) Although not within, an abandon rail corridor truncates at the northwestern edge of the Plan Area that holds potential for a trail linkage reaching south, down to the Friendship Trail. The Town shall investigate future opportunity of this potential linkage as it currently provides available underpass access of the QEW, which is a rare occurrence. It is anticipated the Parks and Open Space Master Plan shall review potential for long term potential and development of this link.

d) Linkage opportunities are represented on Schedules S-3 and S-4 of this Plan and illustrate existing, proposed and conceptual forms of pedestrian linkage intended

to connect the community by way of walking or cycling. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved and on-road cycling routes.

4.21.14.3. OPEN SPACE – NIAGARA PARKS COMMISSION

a) The majority of lands along the Niagara River between Niagara Boulevard and the River are those within Niagara Parks Commission control and jurisdiction. Public amenity and use of these lands for passive recreational pursuit is encouraged and the Town will continue to work cooperatively with Niagara Parks Commission where improvements or provision of infrastructure will enhance the public experience and enjoyment of the waterfront. The Town encourages active dialogue and consultation between the Niagara Parks Commission, with the Town and public, on these matters.

b) The Niagara Parks Commission, in consultation with the Town, is encouraged to identify important views and viewpoints along the Niagara River Parkway (Niagara Boulevard) and Niagara River shoreline and to implement environmentally sustainable land management best practices to ensure protection of natural heritage of the Niagara River shoreline and the identified important views and viewpoints.

4.21.15. NATURAL HERITAGE

4.21.15.1. GENERAL

a) Policies of Section 8 shall apply to all Natural Heritage resources within the Southend Secondary Plan Area. Section 8 provides comprehensive policy coverage for all relevant environmental features within the Plan Area and shall be relied upon for guidance when development is being considered in, or within defined proximity to the limited environmental features or sensitive areas.

Confirmation on the absence of any natural feature boundaries or requirements for environmental study will be identified/confirmed during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions.

b) Determination of any potential EIS requirements shall be based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.

c) The Southend Secondary Plan Area is essentially void of natural feature constraints with those represented relating to shoreline corridor potential and a small portion representative of a significant Natural Area, again shoreline related. This is largely due to the Plan Area being almost completely built out.

Despite their absence the Town shall remain diligent in review of any potential development or re-development applications in promoting good stewardship and shall work cooperatively with NPC in seeking opportunities to enhance the environment along the Niagara River.

d) The Plan Area does not contain any lands being designated as Environmental Protection and as a result, Schedule S-2 of the Secondary Plan is shown as being void of any such designation. Where previous Secondary Plans contain separate schedules for use in illustrating Natural Heritage Features, Natural Hazards, Open Space and Fish Habitat, a single schedule shall be used with this Secondary Plan. Schedule S-3 shall illustrate the limited Natural Heritage Features identified.

4.21.15.2. ENVIRONMENTAL CORRIDORS

a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule S-3.

b) Schedule “C” of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage or linkage potential and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Southend Secondary Plan Area contains one such corridor, which is directly associated with the shoreline of the Niagara River.

The Town shall work cooperatively with NPC when opportunities for enhancement are presented.

4.21.16. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT POTENTIAL)

a) “Transportation Systems” is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Southend Secondary Plan Area. These include, but are not limited to, existing and future road networks, active transportation infrastructure (either planned or existing sidewalks & trails) and local transit service. Transportation systems are shown on Schedule S-4 of this Plan.

b) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required. Prioritizing maintenance, construction/improvements will be considered annually through capital budgeting and through development application activity.

c) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects and work cooperatively when jurisdiction over transportation infrastructure is not solely with control of the Town.

4.21.16.1. ROAD NETWORKS

a) Any further development of the road network within the Southend Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan.

b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.

c) There is very limited opportunity for development of new roads with planned public right-of-way access. If in the event a public road is planned for construction, the road shall be constructed to full municipal standard using an urban cross section unless otherwise approved by the Town. Private development, including plans of condominium, may use alternate right-of-way designs for private roads internal to their site, however; such roads will still require approval from the municipality, typically as part of the condominium or site plan approval process.

d) There are generally seven (7) categories of roadway hierarchy in, permitted or bounding the Plan Area. These would be defined as:

- Queen Elizabeth Way (QEW) and by extension, the federal interests of the Peace Bridge Plaza
- Regional Arterial Road (Central Avenue contained within and Gilmore Road as a northern Plan Area boundary road)
- Niagara Boulevard – (NPC and/or public authority having jurisdiction)
- Town Collector Roads (Bertie Street and Concession Road);
- Local Roads (all remaining public roads);
- Municipal Laneway (John Street); and

- Private Roads (permitted)

e) Schedule S-4 illustrates the road network within the Plan Area and any new development application shall have regard for ultimate road allowance widths (as identified in Section 12.7.4 of this Plan and any regional requirements as conveyed in the Region's Official Plan) in design and zoning setback regulation.

f) The Region of Niagara determines ultimate road allowance width for roads under its jurisdiction. The Region will be circulated with respect to any Planning Act application adjacent to Central Avenue and Gilmore Road, at which time final determination on provision of any widening requirements will be identified.

g) Town collector roads seek to establish an ultimate width of 23m and local roads are to seek a 20m road allowance. It is recognized these desired widths may not always be obtainable. Determination of municipal road widening will be reviewed by the Town at the time of application submission or during road reconstruction/improvement projects.

h) The Town shall remain sensitive to increased interest and movement towards "complete streets" policies and support Active Transportation efforts where feasible. Amendments to this section may be required from time to time as a result of increased and ongoing provincial and regional policy implementation.

i) Private roads or driveways from sizable development proposals should be aligned with opposing roads or major driveways whenever possible.

j) Any newly planned private road or driveways connections to Central Avenue, Gilmore Road or Niagara Boulevard shall require approval of the respective authority.

4.21.16.2. ACTIVE TRANSPORTATION

a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).

b) Schedule "S-4" illustrates all components of the Active Transportation Network for the Southend Secondary Plan.

c) Portions of the various networks under separate jurisdiction are collectively integrated and recognized as part of larger networks such as the Niagara Circle Route and Trans Canada Trail. Protection and enhancement of these assets is of interest to Council to ensure promotion of inter-municipal, interregional and to the fullest extent, National and International connectivity of Active Transportation

opportunities in reaching the neighbourhoods of Fort Erie, including the Southend Secondary Plan Area.

d) Components of active transportation in the context of the Southend Secondary Plan Area serve both utilitarian and recreational need and purpose. There is limited southerly connection opportunity for active transportation use due to the Peace Bridge Plaza and the QEW. Active transportation access and crossings shall be protected and enhanced where feasible.

e) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction. Where applicable, applications for development will be required to address and demonstrate how plans may integrate and provide for the necessary infrastructure to facilitate active transportation in relation to the overall network illustrated on Schedule “S-4”.

f) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides, or in the case of Niagara Boulevard, a combination of sidewalk and trail, depending on location of available riverfront open space. Council may consider single side locations in part or in whole, following departmental review and recommendation having considered such matters as open ditches or other infrastructure constraints.

g) Existing sidewalk locations shall remain and older sections will be subject to review and reconstruction to current standards, wherever feasible, and remain subject to annual repair and maintenance schedules in terms of priority and budget allocation municipal-wide.

h) Regional Roads within the Plan Area have been identified as Regional Bikeways in the Niagara Region’s Transportation Master Plan (Here We Go). The roadways are identified for bike lanes and the Town supports their location and identification. Secondary bicycle routes are identified on Schedule S-4 and would be envisioned to have sharrow road markings in lieu of formal bike lanes.

i) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

j) Wherever possible, the Town, Region and NPC, as the case may be, will work cooperatively in establishing linkage to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation users.

k) Active Transportation and Public Transit use are complimentary modes of transportation and can be co-dependent for some residents. Capital projects, planned developments should have due consideration for Active Transportation connection to established or planned transit stops.

4.21.16.3. PUBLIC TRANSIT

Conventional and specialized transit service presently serves the Plan Area and may be subject to routing modifications from time to time. Transit service has recently been enhanced by way of established formal routing where bus-stop infrastructure is being planned, with incremental improvements contributing to a more formal and structured transit schedule. This serves as an indication that improved transit measures and service are being implemented as a specific goal of the Town's Strategic Plan, to be secured and promoted for the long term benefit of the resident, business and visiting populations.

a) New development along transit routes shall have regard for access to transit and may be requested to demonstrate how their proposed development is transit supportive.

b) The Southend Secondary Plan Area shall also remain fully serviced by Fort Erie Accessible Specialized Transit presently operating throughout the Town, or until such time that an alternate is established that meets our community's accessible needs.

c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional connecting routes. The Town remains cooperative on any endeavour to establish a fully integrated, or full regionally operated transit system that maintains and enhances existing local municipal service.

d) Approved transit routing and fixed stop locations are illustrated on Schedule "S-4". Routing and stop locations are subject to review over time and as data driven results on ridership inform transit planning for efficiency and effectiveness. Modifications to transit routing do not require amendment to this Plan.

e) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius (or better) service area catchment model. Distances may vary depending on location of populations throughout the local and rural areas, as well as the class roadway which is being used as part of the route.

4.21.17. **PARKING**

a) The majority of the Secondary Plan Area is largely established residential, low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic. The Town shall monitor on-street parking throughout the community and may recommend restrictions to alleviate any safety issues if deemed appropriate.

b) Lighting of commercial area parking lots shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent or upper level residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided unless otherwise planned and approved to do so.

c) When other jurisdictions have interest in parking provisions, the Town shall seek opportunities to work cooperatively with these jurisdictions when capital projects are being designed and undertaken within the Plan Area. With respect to Niagara Boulevard specifically, the Town seeks to create a pedestrian friendly environment that would include “on-street” parking within the core mixed use area and additional opportunities for parking associated with the Niagara River as an amenity area for residents and visitors, where feasible. The Town will work cooperatively with Niagara Parks Commission to establish appropriate locations for parking. The provision of parking, particularly on-street parking, will need to have consideration for active transportation linkage/connections to the waterfront area and the Niagara Parks Recreational Trail System.

d) Any new municipal or private parking areas shall be designed and constructed in a way that provides adequate screening and landscape buffering where abutting residential zones.

e) Parking in the Core Mixed Use designated lands are encouraged to provide on-site parking for commercial uses. Parking requirements for the residential components associated with the Core Mixed Use designation are preferred to be situated on-site, however the implementing by-law may provide for alternate solutions in meeting parking requirements.

f) Landscaped areas may be requested for large parking lots. Landscaping requirements shall be focused along the road frontages and shall provide for appropriate landscaped buffering and planting strips between the roadway and parking areas, using high quality materials and plant stock.

4.21.18. **CULTURAL HERITAGE**

a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.

b) The Town recognizes the setting and cultural heritage of the Southend as being that of archaeological interest associated with pre-contact native peoples occupation of the lands, but also that of early European settlement leading to today's urban form and occupation of the properties in the Plan Area, particularly those lands close to the waterfront.

The following policies are aimed at bringing awareness to municipal partners, general public and the regulatory agencies in effort to seek a balance for current and future ownership that may wish to develop or redevelop lands within the Plan Area.

Built Heritage

a. The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of the Southend's built heritage and from time to time, may recommend for Council's consideration, properties for addition to the Municipal Registry following the Committee's more detailed review of community building stock. Schedule "S-2" identifies the location of properties that are either designated or listed on the Municipal Registry. New designated and listed properties in the Southend Secondary Plan Area may be referenced on Schedule S-2 without amendment to the this Plan.

b. The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.

Archaeological

c. The Town's Archaeological Master Plan informed and formed the background on the policies contain in Section 11 in the Town's Official Plan. It also introduced identification of Archaeological Zones of Sensitivity, which are reflected on the mapping schedules of the Official Plan. The Peace Bridge Zone of Sensitivity represents the single most challenging constraint to new or redevelopment efforts of the downtown waterfront area.

There are additional identified areas of archaeological interest within the Plan Area being lands in the vicinity of the Rich's facilities next to the QEW and also the lands identified as Douglas Park. Schedule `D' of the Official

Plan can be consulted for extents of these identified lands.

Applications for development or redevelopment shall first be screened through pre-consultation and then assessed by the appropriate review authority with respect to the nature of the proposal and whether the proposal will present new disturbance requiring Stage 1 and/or Stage 2 Archaeological Study work be undertaken. The results of which, shall determine if further study is required.

d. The Town encourages cooperation of the MTCS and its licensed archaeologists in seeking/providing flexibility and feasible solutions to proponents of development that may result in scoping of stage study work. There is a considerable amount of disturbed and vacant, previously developed lands within the Peace Bridge Zone of Sensitivity that can contribute to the intensification and rejuvenation efforts of this downtown environment and its desirable waterfront residential potential.

   Conversely, should a property be found, or known to contain, immovable archaeological artifacts, property owners are encouraged to seek designation or place lands in an amenable land trust that may have the resources to improve and maintain the site(s) over the long term. The Town does not promote the development of lands containing immovable artifacts and shall maintain a preservation position under such circumstances.

e. The Town shall explore any potential for incentive programs aimed at offsetting costs of archaeological study work and remediation, within the Peace Bridge Zone of Sensitivity.

4.21.19. MUNICIPAL SERVICES

a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.

b) Municipal services such as sanitary and storm sewers, stormwater management and municipal drainage will be provided, where feasible, and maintained / upgraded as necessary to accommodate the needs of existing and future development in the Southend Secondary Plan Area.

c) Based on findings of the 2010 Waste Water / Stormwater Master Plan study *(XCG Consultants Ltd.)*, no immediate servicing concerns respecting sanitary capacity of the Anger Avenue Waste Water Treatment Plant have been identified.

Regional capital upgrade to the Catherine Street Sanitary Pumping Station is identified under the Region's 2016 Master Servicing Update, with an anticipated implementation date at the outer reach of the 2041 planning horizon.

d) New development may be requested to provide a servicing study that includes analysis of the downstream sanitary sizing and the network's capacity capabilities in relation to proposed development flows.

e) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10 year capital projects budget. Reduction in wet weather impacts on existing infrastructure shall remain a priority of the municipality.

f) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.

g) Existing municipal water supply is currently available to service the majority of the Plan Area. Sizeable infilling projects may be required to loop watermains wherever opportunity exists to do so.

h) There are currently no identified restrictions to development within the Southend Secondary Plan Area under current water supply conditions, however functional servicing studies that may be requested for new or re-developing properties and sizable infill, shall address water supply demand on the existing network.

4.21.20. **UTILITIES**

a) Utility providers are required to consult with the Town when new plant locations or infrastructure is required, or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses.

b) Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are both compatible reduce or eliminate potential conflicts.

c) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.21.21. NEIGHBOURHOOD GATEWAYS & LANDMARKS

a) Schedule S-4 illustrates a Gateway symbols at the primary entry points to the Neighbourhood. The Town shall seek voluntary participation and effort on the part of development interests at these locations to promote the sense of gateway when new or redevelopment is planned.

b) Gateway features act to provide both physical and psychological cues on demarcation of community boundary. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

Intensity of the gateway feature makes an intended statement and projects an image the community can become associated with. This can be done in many ways such as signature buildings or architectural features, or through landscaping treatment and lighting. Combining any or all of these types of treatments provides opportunities to make a very bold statement or a much more modest approach to signal a threshold or specific location.

c) Any Gateway or Landmark Feature planned along a regional road or NPC roadway will require consultation with relevant authority and approval accordingly.

d) The Southend Neighbourhood is unique in its geography within the Town wherein the downtown is located along the waterfront. While many local road connections are able to access the downtown area, there is an expressed desire by the community to promote international travellers to be alerted to the first available exit via a wayfinding initiative to help drive increased tourism to the Downtown and Riverwalk area. This is a challenging endeavour when considering the limitation on access from points beyond the Customs and toll booth operations. Lane selection ahead of the toll station is an important determining factor as to whether an exit can be made safely and conveniently at the Central Avenue ramp. Control over these factors are simply not within the Town authority to modify.

The Town shall work cooperatively with MTO and The Peace Bridge Authority in seeking opportunities to have advanced knowledge/awareness of the Central

Avenue exit made available in advance of the toll booth station to assist potential destination traffic. Competition for signage is challenging under such circumstances; however, important to assist in tourism efforts and commercial viability of the Downtown Core and Riverwalk area.

4.21.22. INTERPRETATION OF THE PLAN

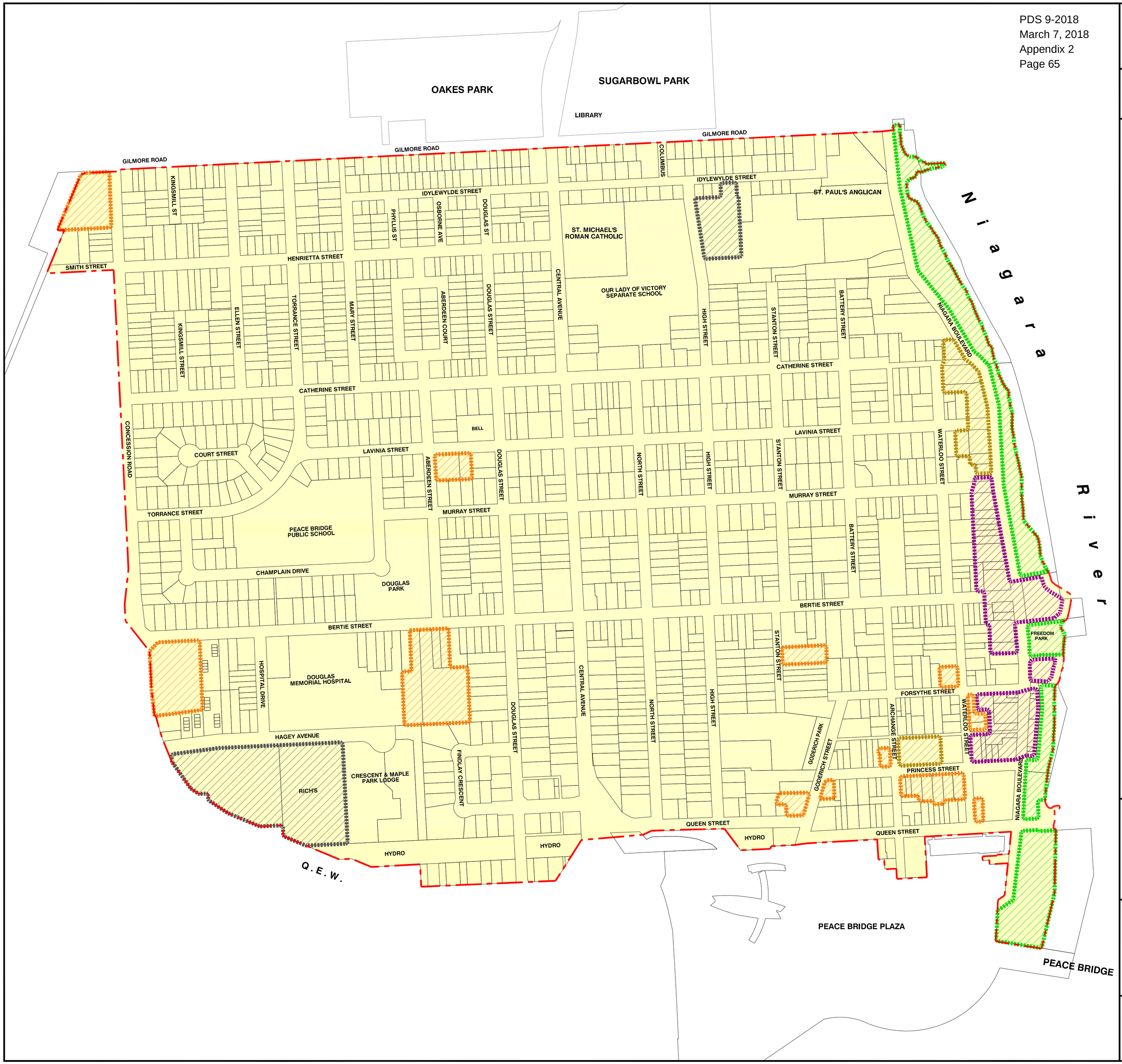
The Southend Secondary Plan (Official Plan Amendment No.37) consists of Sections 4.21.1 through 4.21.21, and Schedules “S-1”, “S-2”, “S-3”, and “S-4”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

(Section 4.21 was introduced by By-law 2018-001, OPA #37)

TOWN OF FORT ERIE OFFICIAL PLAN

PROVINCIAL COMPLIANCE
WITHIN THE URBAN AREA



LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Built-Up Area (Growth Plan Designation)
- Under Utilized / Infilling
- Residential Intensification
- Core Mixed Use Intensification
- Retention of Industrial
- Niagara Parks Commission Lands

SOUTHEND SECONDARY PLAN

COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: As Adopted JAN. 22, 2018

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

S-1

TOWN OF FORT ERIE OFFICIAL PLAN

LAND USE PLAN

OAKES PARK
SUGARBOWL PARK
LIBRARY
GILMORE ROAD
COLUMBUS
IDYLEWYLDE STREET
ST. PAUL'S ANGLICAN
L
ST. MICHAEL'S ROMAN CATHOLIC
OUR LADY OF VICTORY SEPARATE SCHOOL
See Policy 4.21.8.1
SMITH STREET
D
KINGSMILL ST
PHYLLIS ST
OSBORNE AVE
DOUGLAS ST
HENRIETTA STREET
KINGSMILL STREET
ELLEN STREET
TORRANCE STREET
MARY STREET
ABERDEEN COURT
DOUGLAS STREET
CENTRAL AVENUE
HIGH STREET
STANTON STREET
BATTERY STREET
NIAGARA BOULEVARD
CATHERINE STREET
See Policy 4.21.8.4
See Policy 4.21.8.5
See Policy 4.21.8.4
See Policy 4.21.8.6
CONCESSION ROAD
COURT STREET
BELL
LAVINIA STREET
See Policy 4.21.8.3
ABERDEEN STREET
NORTH STREET
WATERLOO STREET
MURRAY STREET
See Policy 4.21.7.2
TORRANCE STREET
PEACE BRIDGE PUBLIC SCHOOL
CHAMPLAIN DRIVE
DOUGLAS PARK
BERTIE STREET
FREEDOM PARK
Pv
See Policy 4.21.8.8
See Policy 4.21.10.1
HOSPITAL DRIVE
DOUGLAS MEMORIAL HOSPITAL
See Policy 4.21.8.2
HAGEY AVENUE
FORSYTHE STREET
ARCHANGE STREET
GODERICH PARK
PRINCESS STREET
See Policy 4.21.8.9
FINDLAY CRESCENT
CRESCENT & MAPLE PARK LODGE
RICH'S
HYDRO
QUEEN STREET
Q.E.W.
See Policy 4.21.8.7
See Policy 4.21.8.10
See Policy 4.21.8.11
See Policy 4.21.8.9
PEACE BRIDGE PLAZA
PEACE BRIDGE
Niagara River

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Low Density
- Medium Density
- Core Mixed Use
- Commercial
- Open Space (Public)
- Pv — Open Space (Private)
- Institutional
- Peace Bridge
- Industrial
- D — Heritage Designation
- L — Listed on Municipal Registry
- Peace Bridge Zone of Sensitivity

MODIFICATION 1

SOUTHEND SECONDARY PLAN

FORT ERIE ONTARIO Our Focus: Your Future

COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: As Adopted JAN. 22, 2018

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

S-2

TOWN OF FORT ERIE OFFICIAL PLAN

NATURAL FEATURES, NATURAL HAZARDS, FISH HABITAT & OPEN SPACE PLAN

LEGEND

Secondary Plan Limit (Urban Area Boundary)

Natural Features, Natural Hazards & Fish Habitat

- Significant Natural Area
- Niagara River Fish Habitat
- Environmental Corridors
- Drainage Feature

Open Space

- Public Open Space
- Pv — Private Open Space
- 600m Neighourhood Park Service Radius

SOUTHEND SECONDARY PLAN

COMMUNITY & DEVELOPMENT SERVICES

DATE: As Adopted JAN. 22, 2018

SCALE: N.T.S

DRAWN: CSM

N W E S

SCHEDULE

S-3

TOWN OF FORT ERIE OFFICIAL PLAN

TRANSPORTATION SYSTEMS

OAKES PARK
SUGARBOWL PARK
LIBRARY
GILMORE ROAD
IDYLEWYLDE STREET
COLUMBUS
ST. PAUL'S ANGLICAN
ST. MICHAEL'S ROMAN CATHOLIC
OUR LADY OF VICTORY SEPARATE SCHOOL
SMITH STREET
KINGSMILL ST
KINGSMILL STREET
HENRIETTA STREET
ELLEN STREET
TORRANCE STREET
MARY STREET
ABERDEEN COURT
DOUGLAS STREET
PHYLLIS ST
OSBORNE AVE
DOUGLAS ST
CENTRAL AVENUE
HIGH STREET
STANTON STREET
BATTERY STREET
NIAGARA BOULEVARD
NIAGARA PARKS COMMISSION LANDS
CATHERINE STREET
CONCESSION ROAD
COURT STREET
TORRANCE STREET
LAVINIA STREET
BELL
ABERDEEN STREET
DOUGLAS STREET
NORTH STREET
HIGH STREET
STANTON STREET
LAVINIA STREET
WATERLOO STREET
MURRAY STREET
BATTERY STREET
PEACE BRIDGE PUBLIC SCHOOL
CHAMPLAIN DRIVE
DOUGLAS PARK
BERTIE STREET
HOSPITAL DRIVE
DOUGLAS MEMORIAL HOSPITAL
HAGEY AVENUE
RICH'S
CRESCENT & MAPLE PARK LODGE
FINDLAY CRESCENT
CENTRAL AVENUE
NORTH STREET
HIGH STREET
STANTON STREET
BERTIE STREET
FREEDOM PARK
GODERICH PARK
GODERICH STREET
ARCHANGE STREET
FORSYTHE STREET
WATERLOO STREET
NIAGARA BOULEVARD
PRINCESS STREET
QUEEN STREET
HYDRO
Q.E.W.
PEACE BRIDGE PLAZA
PEACE BRIDGE
Niagara River

LEGEND

Secondary Plan Limit (Urban Area Boundary)

Roads

- Existing Regional Arterial Roads
- Existing Municipal Collector Roads
- Existing Municipal Local Roads
- Planned Municipal Roads
- Existing Public Laneway
- MTO (Ramping)

Transit Routes and Stops

- Approved Transit Route (schematic)
- Approved Transit Stop (approx.)

Active Transportation

- Proposed On-Road Bike Lane (Regional Niagara Bicycling Network)
- Proposed On-Road Bike Route (Local Municipal)
- Conceptual Off-Road Multi-Use Trail
- Existing Off-Road Multi-Use Trail
- Existing Sidewalk
- Desired Sidewalk Network Completion

Open Space

- Open Space
- Pv — Private Open Space
- G — Conceptual Gateway Feature
- G — Existing Gateway Feature

SOUTHEND SECONDARY PLAN

FORT ERIE ONTARIO Our Focus: Your Future

COMMUNITY & DEVELOPMENT SERVICES

N W E S

DATE: As Adopted JAN. 22, 2018

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

S-4

PART "B" - THE AMENDMENT

Introductory Statement:

All of this part of the document entitled "Part B - The Amendment" consisting of map and textual additions constitute Amendment No. 56 to the Official Plan, adopted by By-law No. 56-2021 for the Town of Fort Erie Planning Area. The Official Plan for the Town of Fort Erie, as amended, is hereby further amended by adding the map and text changes, as follows:

Map Changes:

Schedule “A” to the Town’s Official Plan is amended by identifying the Crystal Beach Secondary Plan limits and to provide reference to the following Schedules under Section 4.22 of the Official Plan:

1. Schedule “Crystal Beach-1” (CB-1) - Provincial Compliance;
2. Schedule “Crystal Beach-2” (CB-2) - Land Use Plan;
3. Schedule “Crystal Beach-3” (CB-3) - Natural Features, Natural Hazards and Fish Habitat;
4. Schedule “Crystal Beach-4” (CB-4) - Parks and Open Space;
5. Schedule “Crystal Beach-5” (CB-5) - Transportation Systems;
6. Schedule “Crystal Beach-6” (CB-6) - Active Transportation - Active Transportation Network

Text Changes:

The following textual changes to the Official Plan are to be read in conjunction with the Crystal Beach Secondary Plan Schedules identified above:

1. **That:** Section 4.14.4. BAY BEACH - Site Specific Policy Area 4 of the Official Plan is deleted in its entirety, “Appendix B” to the Official Plan is deleted and “Appendices C” and “D” are re-numbered to “B” and “C”, respectively. Any references in the Official Plan to “C” and “D” are changed to “B” and “C”, respectively.
2. **That:** Section 4.22 Crystal Beach Secondary Plan is to be added to the Official Plan as follows:

4.22 Crystal Beach Secondary Plan

4.22.1 Purpose

The purpose of the Crystal Beach Secondary Plan is to set in place a policy framework to provide opportunities for new or renewed development in the Plan Area while remaining conscious and sensitive to the established community as a whole. The framework is intended to provide forward direction in achieving subsequent goals and objectives.

The Secondary Plan consists of a land use plan and related policies that serve to guide growth and renewal with the intent to ensure the Town’s vision for this

neighbourhood can be met. The planning period being considered considers the Region's Growth Plan and may be subject to amendments from time to time in keeping with the Regional Official Plan, as well as the Town's five (5) year review of its Official Plan. Full "build out" or development permitted by this Plan may exceed the planning horizon timeline associated with Provincial Growth Plan objectives and municipal growth management targets, as they are continually monitored and reviewed by local and regional municipalities.

4.22.2 Vision

The Secondary Plan is the result of corporate strategic direction and comprehensive consultation. This strategic planning exercise utilized a neighbourhood planning approach including input from senior municipal staff and Ward Councillor, together with a Council endorsed Community Focus Group, who all participated in SWOC (Strengths, Weakness, Opportunities & Constraints) sessions. The sessions resulted in the following Community Focus Group Secondary Plan Vision:

"Our ideal Crystal Beach Neighbourhood is a friendly, social, active, healthy, sustainable, year-round community, attractive to all age groups, easily accessible with a diverse and affordable housing stock attractive to all, with well-maintained green spaces and with public beach and water access, with a thriving downtown core that supports the residents and tourists alike, befitting the South Coast of Canada."

4.22.3 Goals

Over the course of the Strategic Planning exercises with the Community Focus Group, there was considerable focus on Community Improvement via incentive program availability and desire to improve the streetscape in the core area of Derby Road and parts of Erie Road. Top goals from the Community Focus Group were:

- Develop a Community Improvement Plan for Crystal Beach;
- Secure funding; and
- Investigate creating incentives to encourage private sector investment.

While it is intended that the Community Improvement Plan (CIP) implementation will follow the Secondary Plan, the CIP alone is not devised to address the need for accommodating planned growth and intensification, but rather to assist financially after the Secondary Plan implementation.

Community improvement together with other key planning related goals that were identified through the process can be characterized as parking related concerns, potential loss of community character and age-in-place related opportunity (broader choice in housing).

Parking

In effort to address the concerns over parking, the Town commissioned a parking study that would provide empirical data through collection during peak seasonal activity, in order to measure, assess and generate any recommendations that may alleviate concerns, if in fact any such concerns were validated. Council approved the “Crystal Beach 2019 Parking Study - Information Report (PDS-64-2019)” findings and recommendations on November 12, 2019. Policies of this Plan consider the findings and recommendations that were delivered with the approved parking study report, relative to new residential development, commercial parking supply and tourist generated demand. The recommendations of the study have also been a consideration of the Town’s Infrastructure Services Department in addressing parking demand and location through the recently amended Parking By-law for the Crystal Beach community. Generally, the study conclusions identified that parking into the future can be accommodated within current parking availability, with the exception of Crystal Beach Waterfront Park, which should be reviewed for optimization of parking facilities in the near term.

Character and Choice

The nature and character of the Crystal Beach built environment is one of predominantly detached residential cottage style dwellings that make up the vast majority of the community residential lands and represent the original subdivision plans of the late 1800’s and early 1900’s. Prior to this Secondary Plan being initiated, the Town took a considerable step to protect and preserve this cottage character through creation and implementation of zoning that regulated massing to fall within the similar topological constraints found amongst the prominent cottage form. Such effort is not being modified and for the most part, is welcomed in the vision for the community. The Town has the intent to develop an Urban Design Guideline document to provide effective guidance for all areas of the neighbourhood.

Recognizing there is significant interest in the small lot-small dwelling lifestyle, there was also desire expressed through public consultation that is very much in-line with fundamental planning principles aimed at a mix of dwelling unit type. A homogenous community of detached dwellings does not meet with contemporary policy and the need to supply choice in housing and support aging in place. Whether driven by the spectrum of economics or property maintenance considerations, a single choice of dwelling is no longer appropriate when a complete community framework and age-in-place philosophy has become more relevant to an aging population. Not to be overlooked are the needs of our younger cohort, that are most certainly in need of housing that will enable them to establish, grow, invest and transition into an otherwise expensive ownership marketplace.

This plan has considered community character and recommends policies aimed at striking a balance of opportunity with a land use arrangement set in place to provide choice and sustain commercial viability in a setting that is both a historical destination for seasonal tourism and year-round urban services to promote quality of life for full time residents.

Community Improvement

A Community Improvement Plan is seen as a means of making aesthetic improvement to a commercial core area that served the community during the rise and fall of the Crystal Beach Amusement Park era. After 1990 and the Park's redevelopment for residential use began, the commercial core area was exposed to uncertainty with respect to long term viability once the amusement park closed.

Many buildings in the core fell into disrepair or were being used for residential accommodation contrary to zoning permissions, but served as an indicator that the commercial was in low demand while residential was in need.

The Town CIP Programs operating in the municipality's other core areas have assisted in similar instances and included grant funding for such matters as aesthetic improvements for commercial facades, residential intensification to increase supply of rental apartment units and commercial signage that was geared to those renting commercial space. It is expected these same programs will assist commercial property owners in meeting the goals expressed by the Community Focus Group and members of the public.

Additionally, future review and modification to Program offerings are expected to place higher degree of significance on affordable housing. Subsequently, Core Area incentives offered by the Town may be put under review to consider maximizing grant funding made available to the property owners in these strategic locations. Until such time, the current suite of Programs shall be maintained and will serve the Crystal Beach Core Area in the same manner experienced in other core areas of Fort Erie.

Development and implementation of a CIP for Crystal Beach will follow a separate planning process once land uses have been adopted by Council under this Secondary Plan. In other words, legislatively, the Secondary Plan must be in place, prior to implementing a CIP program.

Refined Commercial Core Delineation

The Secondary Plan supports and maintains residential prominence within the Crystal Beach community, while scaling back on some of the commercial and mixed-use designations and zoning that are currently in place. It is evident that use as residential (new and older) has persisted over the years in areas that could have otherwise developed as commercial or mixed use. This plan seeks

to curtail the potential for commercial creep into the residential areas and will provide additional residential permissions to further complement the long-established residential use, most notably around Queen's Circle and in the shoulder areas in the immediate vicinity.

The Secondary Plan will focus more succinctly on defining a mixed-use commercial / residential core to enable a contiguous collection of commercial clustering in a more desirable arrangement for pedestrian and tourist destination and use. Efforts to concentrate the commercial activity are evident in this Plan in response to stated goals of the consultation process and good planning principles.

4.22.4 Objectives

The main objectives of the Crystal Beach Secondary Plan are to:

a) Provide a variety of housing choice that supports housing opportunities for all ages, that spans the full lifecycle and economic status;

b) Encourage development forms which are more compact, affordable and utilize urban land and services more efficiently;

c) Identify locations within the Plan Area which best support intensifying residential form and reinforce support for these locations through zoning implementation;

d) Increase population in a moderate manner through intensification efforts in key locations. An increased population will better support existing community facilities and offer increased viability to commercial enterprise year-round;

e) Refine extents of the core area that are more in keeping with the existing use and better reflect the preferred concentration of core mixed use along Erie and Derby Roads;

f) Provide supporting policy that recognizes active transportation with focus on connecting links to destinations such as Bay Beach, Crystal Beach Waterfront Park, the Erie/Derby Commercial Core and the Friendship Recreational Trail;

g) Leverage existing investments at Bay Beach Waterfront Park and Crystal Ridge Park and continue to invest in parks and open space throughout the Crystal Beach community including new Neighbourhood Parks in the South Coast Village and Elizabeth Street subdivisions.

4.22.5 General Policies for all Designations

a) The Crystal Beach Secondary Plan is largely characterized as being a "built-up" area with limited opportunity for large scale subdivision development, as

shown on Schedule CB-1, and will instead rely predominantly on, and be more suitable for, infilling of vacant and/or underutilized lands. The vast majority of its geography and building typology is comprised of detached dwellings; many in the cottage character architecture. Lands that are identified or available for development / redevelopment will be the focus of growth and intensification and will assist the Town in meeting its intensification targets. However, areas for infilling and intensification are not to be viewed in isolation. Existing use, land use designation and zoning of adjacent lands shall be considered when intensification is being proposed and designed.

b) Development shall be sensitively planned in the community, having considered such factors as setbacks, interface, building height, built form massing and access.

c) Site specific zoning that is in force and effect on select sites within the Plan Area, including any sites with existing holding provisions, shall continue to apply to those sites and will be recognized through zoning implementation of this Plan, unless otherwise identified and/or modified by this Plan.

d) Transition to more sensitive use of the properties may require Provincial Ministry clearances such as, but not limited to, Certificates of Approval or Record of Site Condition to be determined on a site by site basis, through pre-consultation with the Town and relevant authorities.

e) New development shall be subject to *Accessibility for Ontarians with Disabilities Act, 2005* and any relevant Regulations made thereunder concerning full accessibility and barrier free design where required.

f) Land assembly within the same designation is encouraged where any such acquisitions improve conditions for site design, building placement and site access. Facilitating intensification in targeted areas, as referred to in the Schedule CB-1, shall be considered to be in keeping with this Plan's intent.

g) Storm water management shall be a function of engineering review for new or redeveloping sites within the Plan Area. The community is extensively built-out, which occurred prior to contemporary development and water quality standards and as a result, large open storm detention and sediment ponds are not generally feasible within this Plan context. Low impact development techniques and other mitigating measures to deal with storm water run-off and quality will be subject to review and approval by the pertinent authorities.

h) Development on lands designated as Core Mixed Use, Commercial and Medium Density Residential along Erie Road, east of Beechwood Avenue and west of Ridgeway Road should front onto the Erie Road and be pedestrian orientated.

4.22.6 Residential – General

a) Section 4.7 of the Town's Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein. More specifically, Section 4.7.4.1, sentence II & III provide the over-arching policy applicable to this Secondary Plan and its intensification efforts. See these points below:

II. In considering medium density and high-density residential uses, redevelopment and infill residential intensification on vacant land, regard shall be given to the following:

a. The height, bulk and arrangement of buildings and structures to achieve a harmonious design, compatible integration with the surrounding area and not negatively impact on lower density residential uses;
b. Appropriate open space, including landscaping and buffering to maximize privacy and minimize the impact on adjacent lower density uses;
c. Landscaping that supports design matters such as, but not limited to, Low Impact Development (LID), biodiversity and shade (to combat the heat island effect).
d. Parking areas that are sufficient size to satisfy the need of the development and are well designed and properly related to buildings and landscaped areas;
e. The design and location of refuse pick-up and recycling service areas meets Regional Waste Collection design requirements;
f. Driveway access, internal roadways and pedestrian walkways that are safe and properly designed;
g. Convenient access to a collector or arterial road;
h. Location in regard to the elements of traditional neighbourhood design and within convenient walking distance of the central focus of the neighbourhood;
i. Building designs that place windows and balconies to overlook pedestrian routes and parking areas to encourage "eyes on the street"; and
j. Site planning considerations that facilitate walking and cycling activity such as secured bike storage, lighting and bikeways.

III. Residential intensification, by the redevelopment of an existing building shall be subject to the following:

a. The lot size and configuration are sufficient to accommodate adequate parking, green space and amenity areas;

b. The building age and condition are capable of supporting the intensified use and the building code requirements as well as health and safety requirements, can be satisfied;
c. The development shall be compatible with its surroundings and buffering measures may be required. Building additions may be limited in terms of height, mass, orientation and setbacks to achieve compatibility;
d. The availability and adequacy of municipal services to accommodate the increased density; and
e. The development shall be subject to a site-specific zoning by-law amendment unless identified by a Neighbourhood Plan.

b) Schedule “CB-2” designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections herein shall apply accordingly.

c) The Secondary Plan provides an opportunity for approximately 1100 additional units, primarily through select infilling and general intensification of vacant or underutilized properties as well as redevelopment, particularly in the core area.

There is a principled effort and focus to place multi-residential dwellings in the core mixed use area in support of existing commercial businesses and foster new commercial enterprise, to support a walkable, social and vibrant community environment. Additional multi-residential dwellings are placed close to or along major roads and public facility hubs further to the north in the Secondary Plan Area.

d) The Secondary Plan sets out to provide for areas of low, medium and higher density residential designation as well as making adjustment to existing core mixed use designations limits in support of more residential uses; the focus of which is predominantly located along Erie Road between Ridgeway Road and Bay Beach, and along Derby Road between Queens Circle and Erie Road.

e) Other locations for intensification are shown throughout the study area and provide additional choice for multi-residential housing in settings other than the core area. These sites may see zoning regulations limited where the Town seeks to ensure compatibility and sensitive contextual design. The implementing zoning by-law shall contain site specific regulations that respond to the intent expressed in additional policies found under the residential policies herein.

f) The Secondary Plan recognizes the anticipated increase of residential provision is not restricted to lands only designated for residential use, but

can be expected in commercial and core mixed use designations as well, accounting for approximately 30% of the total new unit targets under the intensification permissions in this Plan.

g) Re-designation of peripheral core mixed use sites around Queen's Circle to medium density residential reflects the longstanding market interest and existing residential conditions around this iconic park space. Core mixed use will be focused on the Derby and Erie Road corridors in effort to make the commercial more viable, concentrated and walkable. Select commercial sites and permissions will remain and will be identified in the implementing zoning for the lands affected.

   Zoning implementation shall also be used in support of intensification and may detail regulations such as density and height, and may also recognize existing commercial uses being permitted to continue until such time as a transition to residential occurs.

h) Infilling on smaller parcels and vacant lots will provide opportunities to augment or supplement unit creation within established neighbourhood areas, particularly for those lots which have not been deemed through by-law. Estimates as high as 200-300 detached small lot singles could be achieved using existing lots of record and through consent to create detached lots throughout the Plan Area.

i) Collectively, the changes identified in this Plan, together with existing new growth potential should allow for a population increase of approximately 2200 to 2300 persons over the long term. This Town estimate uses an average persons per household calculation of 2.1 based on 2016 Statistics Canada data for this serviced urban area. Regional estimates may be higher (2.4) when using their Town-wide projection, however the localized urban area is reporting slightly lower at the detailed level.

j) Current population is estimated at 3800 persons plus a seasonal component. Should build-out achieve full potential, the population is expected to be approximately 6000-6100 persons within the Crystal Beach Neighbourhood, representing an increase of between 55 and 60% over the long term.

k) An appropriate level of affordable housing and senior citizen's housing shall be considered by the Town when reviewing development applications proposed within the Plan Area in keeping with Provincial Policy. Efforts by all levels of government are actively seeking to address on-going affordable housing issues. Should new legislation or upper tier government policies result, any required amendments to the Town's Official Plan will provide new guidance on development respecting affordable housing.

l) The waterfront properties along Lake Erie and their related designation and zoning have not been identified for policy change in this Plan. They are however identified for an administrative name change to better reflect their unique presence in the Secondary Plan, from “Urban Residential” to “Waterfront Residential”. The focus of residential growth identified in this Plan generally lay north of Erie Road and provides opportunity for the appropriate level of targeted intensification, unit mix and population growth to meet with minimum Secondary Plan objectives.

m) All residential development shall be subject to the regulations and provisions of the Town Comprehensive Zoning By-law 129-90, as amended from time-to-time, or succession thereof. Site specific zoning will be used in certain situations or under special circumstance during implementation of this Plan.

Through implementation of this Plan, properties may be re-designated and further, may be zoned into non-conformity. Existing use at the date of this Plan’s adoption may continue until such time as the site is redeveloped or a change of use is proposed, in which case, the new use must conform to the policies of this Plan and applicable zoning of the lands after their effective date of passing.

n) Polices relating to targeted residential mix respect those of the parent Official Plan and have adopted a target of 70% detached (may include semi and duplex) and 30% multi-unit dwellings in a range of low, medium and higher densities for the overall neighbourhood.

4.22.7 Waterfront Residential

Lands designated as Waterfront Residential designation are shown on Schedule CB-2.

The Crystal Beach waterfront is almost exclusively zoned in a waterfront related residential zone. This occurred in June 2013 following public process in consultation with, and support of, waterfront property owners and was effectively an administrative change. No new policies are being introduced for this designation.

With the same intent, the properties are being reflected in a designation name change only that aligns and reflects their waterfront location and remain subject to the same policies (4.7.4 I) as they have been since the Official Plan was approved.

4.22.8 Low Density Residential

a) The lands designated on Schedule “CB-2” as “Low Density Residential” shall be reserved for single detached, semi-detached and duplex dwellings and

uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

Vacant or redeveloping sites in low density residential zones may, through by-law amendment, be considered to intensify with semi or duplex dwellings. Site specific zoning may be applied to address any potential compatibility issues. As part of a required zoning by-law amendment seeking this “soft” intensification, site and surroundings shall be considered and may be required to supply supporting information or study for use in assessing compatibility with existing buildings and surroundings.

Therefore, notwithstanding policy 13.4.II a) a change in zoning to permit a semi-detached or duplex dwelling on vacant or redeveloping site occupied or previously occupied by a single detached dwelling may be placed under Site Plan Control to ensure appropriate details are provided that can demonstrate compatibility is being achieved.

b) Schedule “CB-2” illustrates the Low-Density designation, which is predominant throughout the Secondary Plan Area, accounting for approximately 1880 existing units (approximately 86%). As the Low-Density area is almost completely built-out, any addition of low density-built form will likely come from existing lots of record (subdivision lots not previously deemed), consent or the few remaining large parcels suitable for subdivision. A Low-Density range of up to 50 units per hectare will assist in providing opportunities for additional building stock while also making efficient use of existing and proposed infrastructure.

   Low Density built form through infilling can generally be expected to reflect scale and massing of the surrounding residential dwellings. Estimates project approximately 350 units over the long term can be accommodated through Low Density infilling in the established neighbourhoods and through subdivision plans, assisting in achieving the targeted mix balance of 70% low density and 30% medium and higher throughout the neighbourhood.

c) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment, having considered matters such as size of the site and compatibility with adjacent lands, proximity to collector or arterial roads, and parks or open space areas. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.22.6 c).

d) Much of the original lot fabric from the historical plans of subdivision that surround the outer areas of Queen’s Circle and that are setback from the commercial corridors *(Erie and Derby Roads)* represent the true character of the Crystal Beach Neighbourhood. The lots for detached homes are typically

small in frontage and area when compared to late twentieth century suburban subdivisions. It is the intent of this Plan to respect and promote their continued contribution to the character of the community by maintaining zoning that reflects their compact scale.

4.22.8.1 316 Ridgeway Road

Notwithstanding the Low Density Residential policies of this Plan, these lands are permitted to continue operating the existing use (welding/fabrication shop). Site specific zoning will also be used to provide for limited local convenience uses on the subject site.

4.22.9 Medium Density Residential

Medium density residential designations will be available throughout the neighbourhood in various forms. While most of the medium density is expected to be ground-based form, select areas of the neighbourhood can support more intensive form such as stacked towns or apartments of varying height.

a) The lands designated on the Schedule “CB-2” as “Medium Density Residential” shall be reserved for multiple-unit structures (such as townhouses, triplex, quads and low-rise apartment dwellings), accessory uses thereto and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section. Where provided for in the implementing zoning by-law, single and semi-detached dwellings may also be permitted.

b) Medium Density shall generally be developed between a range of 50 to 100 un/ha.

c) A minimum target of 30% Medium Density residential (per 4.22.8b) shall be anticipated within the overall Neighbourhood. In effort to achieve or exceed this target, the medium density designation and dwellings should comprise approximately 35% (approximately 400 units) of all new residential units constructed within the Plan Area. A Medium Density range of 50 to 100 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.

d) The majority of new medium density residential development is anticipated in the form of townhouse and low-rise apartment dwellings. Height shall not exceed three (3) storeys unless otherwise identified in site specific policy and defined in the implementing zoning by-law.

e) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

f) Additional studies (Section 13.15.III) may be a requirement of the development approval process. Pre-consultation with the municipality and partner agencies will result in a determination on any relevant study work being required to support proposed development with approval authority resting with the relevant or requesting authority.

g) An amendment to the Official Plan will be required to justify Low Density residential development (less than 50 un/ha.) on lands designated as Medium Density Residential.

h) Some properties may be the subject of re-designation to reflect and align with existing site-specific zoning that is in keeping with the intent of the Medium Density designation. These changes are considered housekeeping changes.

i) Higher density residential development on lands designated as Medium Density Residential in this Plan shall only occur by zoning by-law amendment, having considered matters such as size of the site and compatibility with adjacent lands, proximity to collector or arterial roads, public transport and parks or open space areas. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.22.6 c).

j) Building heights shall be no greater than three (3) stories, except as otherwise noted in the applicable zoning by-law. Additional building height may be considered without an amendment to this Plan, if it is demonstrated through a Planning Act approval process that additional height is compatible with surrounding land uses. Approval for additional height may be subject to a community benefit agreement pursuant the Planning Act.

4.22.9.1 Identified Medium Density Lands Surrounding Queens Circle (multiple addresses)

a) The lands identified as Medium Density in this area will be permitted a density range between 25 to 55 un/ha, or up to 75un/ha as identified in the implementing zoning by-law.

b) The Town encourages consolidation of properties to afford opportunities for more intense forms of permitted dwellings such as townhouses and apartment dwellings. Any efforts to further divide lands through subdivision or consent should be avoided. Boundary adjustments may be considered as appropriate.

c) In instances where lot conditions exist or are created, driveway access should be from the roadways, other than Queens Circle. Substantive landscaped screening of parking areas shall be required in such instances and fencing should be avoided.

d) Building height shall be defined in the implementing zoning, but at no time shall the height exceed 3 storeys.

e) This area may be afforded opportunities for single detached and semi-detached under specific limiting criteria detailed in the zoning by-law. Other dwelling forms such as those preferred within the designation may also have specific criteria to assist in ensuring compact form around Queens Circle is being achieved.

f) Site specific zoning may also be used to provide for limited local convenience commercial, office or institutional use of select sites on the north side of Queens Circle.

g) All facades, particularly those facing Queens Circle, should be appropriately articulated and display characteristics that are in keeping with or compliment the built heritage of the community. As part of any site plan process, the Town may require building elevations for approval.

4.22.9.2 Former Fort Erie Fire Station No. 6 Lands (271 Ridgeway Road)

a) The site shall be reserved for Medium Density residential consisting of townhouse or apartment dwellings and contain a range between 50-100 un/ha.

b) Building height shall be defined in the implementing by-law but at no time shall the height exceed 3 storeys for permitted residential forms.

c) In addition to residential use, the site and existing building may be considered for institutional use as defined in the implementing by-law Section 31.

d) In addition to residential use, the site and existing building may be considered for commercial use as defined in the implementing by-law Section 20.

e) Where access is planned for the site, multiple driveways associated with freehold townhouses are to be from Cambridge Road East. Other development form should restrict access to align with Roxborough Avenue with secondary access to Cambridge Road East, if deemed necessary by agency or department review.

f) Any development shall remain cognizant of through lot conditions and plan for dual facade treatments that are complimentary to their respective streetscape.

4.22.9.3 145 Derby Road (former Crystal Beach Public School site)

a) The site shall be reserved for, semi-detached dwellings, multiple-unit structures (townhouses and apartment dwellings), their accessory uses and

shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 75 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) An apartment shall be required on the site with a minimum of 32 residential units, as per the intent of Council when these lands were first re-designated through OPA 39. The building façade should be directed to the intersection of Derby Road and Rebstock Road.

d) Low-rise apartment dwellings will generally be restricted to 4 storeys in height. Medium Density apartment building height beyond 4 storeys will only be allowed by Zoning By-law Amendment with required supporting studies demonstrating compatibility.

e) Permit institutional uses subject to the policies contained in 4.12.1.

4.22.9.4 3990, 4000, 0-17048, 4012 and 4020 Rebstock Road

a) The site shall be reserved for semi-detached dwellings, street, stacked and block townhouses and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 75 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) Semi-detached dwellings and townhouses shall not exceed 3 storeys.

d) The Town supports consolidation of this site with lands to the east (145 Derby Road). If in the event that the properties are merged on title, the policies of 4.22.8.3 shall apply.

4.22.9.5 4042 Rebstock Road and 116 Elmwood Avenue

a) The site shall be reserved for semi-detached dwellings, townhouses, low-rise apartment and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 75 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) If developed as an apartment, the building should be situated forward on the site, close to the intersection with parking and any amenity at rear and interior side yard.

d) The following height restrictions shall apply: semi-detached development up to a max of 2 storeys, townhouses development up to a max of 2 storeys and apartment development up to a max of 3 storeys.

4.22.9.6 122 Ridgeway Road

a) The site shall be reserved for semi-detached dwellings, townhouses, low-rise apartment and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 100 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) If developed as an apartment, the building should be situated forward and south on the site, closer to the intersection with parking and any amenity at rear and interior side yard.

d) The following height restrictions shall apply: semi-detached development up to a max of 2 storeys, townhouses development up to a max of 3 storeys and apartment development up to a max of 4 storeys.

e) Any private road development created through lot conditions will ensure facades fronting Ridgeway Road are designed with dual front facades with private unit driveways access from the private road.

f) All other development options are to avoid private unit driveways onto Ridgeway Road.

4.22.9.7 14 Ridgeway Road

a) The site shall be reserved for townhouse dwellings, low-rise apartment and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 100 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) If developed as an apartment, the building should be situated forward on the site, closer to Ridgeway Road with parking and any amenity at the rear and interior side yard.

d) The following height restrictions shall apply: townhouses development up to a max of 3 storeys and apartment development up to a max of 4 storeys.

e) Any private road development shall ensure facades fronting or flanking Ridgeway Road are designed to address the public road with high quality design and aesthetic.

f) All development options are to avoid private unit driveways onto Ridgeway Road.

g) Environmental Impact Study will be required prior to any development and will be determined, along with any other required studies, through mandatory pre-consultation on any *Planning Act* applications.

4.22.9.8 Lands bound by Farr Avenue, Derby and Michener Roads (3949 and 4015 Farr Avenue, 3980 Michener Road, 15 and 19 Derby Road (Muni. Add. 3954 Michener Road).

These lands represent a unique opportunity to provide additional multi-unit residential that can to take advantage of being centrally located to public amenities on Farr and Gorham Road.

a) These sites shall be reserved for semi-detached, street, stacked or block townhouses and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 50 to 100 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

c) The following height restrictions shall apply: semi-detached dwellings up to a max 2 storeys, street townhouse dwellings up to a max of 3 storeys, stacked townhouse dwellings up to a max of 3 storeys and block and street townhouses up to a max 3 storeys.

d) Road access, whether private or public, will be required to demonstrate safe access and sightlines if directed towards Farr Avenue. Preference will be given to utilizing access from the east off Michener Road or the unimproved Michener Road allowance, or from Derby Road.

4.22.9.9 0-15850 Rebstock Road (adjacent to Crystal Ridge Park)

These lands represent a key opportunity within the Secondary Plan for intensified, family-oriented development with a mix of multi-unit dwellings. Proximity to amenities such as the arena, park, library, transit and schools provides excellent opportunities for all age groups, particularly that of youth. It is

the Town's desire to see development that addresses these unique opportunities.

a) The site shall be reserved for semi-detached dwellings, townhouses, low-rise apartment and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Applications shall be subject to approval of urban design guidelines.

c) Apartment dwellings shall form part of any proposal to develop these lands and shall generally be located in the northwesterly portion of the site. Zoning shall be used to regulate location and height of one or more buildings.

d) The following height restrictions shall apply: semi-detached dwellings up to a max of 2 storeys, townhouses development up to a max of 3 storeys and apartment development up to a max of 3 storeys.

e) The Town does not support development that includes a public road to access/service this site. Developments shall be designed with a private/common roadway. Any proposed development shall consider the impacts of any proposal on the surrounding low density dwellings and incorporate appropriate setbacks or height limitations at these interface points.

4.22.9.10 East side Ridge Road South, North of Shore Breeze Condominiums

Land assembly is encouraged to allow for more comprehensive site planning of private road developments. Public road development will only be considered with through road connection.

a) The site shall be reserved for semi-detached dwellings, duplex, street, stacked and block townhouses, low-rise apartment and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 25 to 35 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Densities may be reduced or restricted in the implementing zoning by-law.

c) The following height restrictions shall apply: semi-detached dwellings up to a max 2 storeys, duplex dwellings up to a max 2 storeys, townhouses

development up to a max of 2 storeys and apartment development up to a max of 3 storeys.

d) Notwithstanding paragraph a) herein, if development occurs on a public road, detached dwellings shall be permitted as defined in the implementing by-law at a density not lower than 15 un/ha.

4.22.9.11 Lands East of South Coast Village between Ryan Avenue and Graeber Avenue (3771, 0-15281, 3765, 3757 & 3767 Graeber Avenue, 0-15290 Erie Road East and 3748 & 3758 Ryan Avenue)

Land assembly is encouraged to provide for a new public road running north-south between Ryan Avenue and Graeber Avenue, immediately east of the South Coast Subdivision and as illustrated on Schedule CB-2 of this Plan.

a) The site shall be reserved for semi-detached dwellings, street townhouses and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) Some small lot single detached dwellings may be permitted only if all lands identified in this policy reach the minimum density.

c) A Medium Density range of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Densities may be reduced or restricted in the implementing zoning by-law.

d) The Town may only consider divestment of the unimproved Erie Road East road allowance once parcels fronting the road allowance are acquired and merged on title with existing lots that provide access to an existing traveled road allowance. This may impact parcels in this site-specific area as well as other lots outside of the site-specific policy area.

e) The following height restrictions shall apply: semi-detached dwellings up to a max 2 storeys, street townhouses development up to a max of 2 storeys.

f) A sanitary servicing strategy be prepared for properties fronting on Ryan Ave between the Crystal Ridge Development and Graeber Ave to the satisfaction of the Town and Region.

4.22.9.12 Lands west of the intersection of Ryan Avenue and Graeber Avenue (3723, 3731, 0-15284 & 3747 Graeber Avenue, 0-15289 Erie Road East and 3740 Ryan Avenue)

Land assembly is encouraged to provide opportunities for street, stacked or block townhouses.

a) The site shall be reserved for street, stacked or block townhouses and their accessory uses, and shall generally be governed by the Residential policies

of Section 4.7 unless otherwise defined under this section. Small lot single detached development is encouraged on this site.

b) A Medium Density range of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

c) The following height restrictions shall apply: street townhouse dwellings up to a max 2 storeys, stacked townhouse dwellings up to a max of 2 storeys and block townhouses dwellings up to a max of 2 storeys.

d) The Town may only consider divestment of the unimproved Erie Road East road allowance once parcels fronting the road allowance are acquired and merged on title with existing lots that provide access to an existing traveled road allowance. This may impact parcels in this site-specific area as well as other lots outside of the site-specific policy area.

e) Any development of these lands shall ensure that units front Ryan and Graeber Avenues, whether street, stacked or block townhouse development, with exception for those units designed to flank the public roads.

f) A sanitary servicing strategy be prepared for properties fronting on Ryan Ave between the Crystal Ridge Development and Graeber Ave to the satisfaction of the Town and Region.

4.22.9.13 Vacant Lands Southeast Corner of Michener Rd. and Elmwood Ave (0-17032 Elmwood Avenue).

a) The site shall be reserved for semi-detached, street, stacked or block townhouses and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range for the entire site of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

c) The following height restrictions shall apply: semi-detached dwellings up to a max 2 storeys, street townhouse dwellings up to a max of 2 storeys, stacked townhouse dwellings up to a max of 2 storeys and block townhouses up to a max 2 storeys.

d) Road access, whether private or public, will be required to demonstrate safe access and sightlines if directed towards Elmwood Avenue. Preference will be given to utilizing access from the unimproved Michener Road street allowance approaching from the east.

e) Any road accessing the site is to preserve road connection potential to the south, so as to not preclude opportunity for additional future development of underutilized lands at the rear of Elmwood Avenue properties.

4.22.9.14 Multiple Parcels between Crystal Beach Drive and Terrace Lane (3856, 0-15084, 0-15085 & 0-15086 Terrace Lane and 0-15097 Crystal Beach Drive).

These lands represent a unique opportunity to provide additional multi-unit residential that can take advantage of waterfront views and amenity of Crystal Beach Waterfront Park.

a) The site shall be reserved for semi-detached, street townhouses, block townhouses, stacked townhouses, apartment units and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form. Densities may be reduced or restricted in the implementing zoning by-law.

c) Land assembly is encouraged to enable a comprehensive development plan for lands identified in this policy.

d) The following height restrictions shall apply: semi-detached dwellings up to a max 3 storeys, street townhouses dwellings up to a max of 3 storeys, block townhouses up to a max of 3 storeys, stacked townhouses up to a max of 3 storeys and apartments up to a max of 3 storeys.

e) Site access for resident parking should only occur from Crystal Beach Drive with a consolidated land assembly and development proposal.

f) Sensitive architectural designs shall be deployed such as terraced building form reflecting slopes on site.

g) These lots are in proximity to the Regional Waste Treatment Plant and new development will need to consider compatibility requirements from a noise, air quality and odour perspective.

h) Existing Environmental Protection designation (Hazard zoning) at the southerly limit of the designated lands may form limits of development / setbacks in the implementing zoning.

4.22.9.15 Crystal Beach Tennis and Yacht Club - Westerly Land along Erie Road

Re-designation of these lands follows an expressed desire towards contribution to the residential density, street presence and built environment at this key location within the core area of the Secondary Plan.

a) The site shall be reserved for block townhouses, stacked townhouses, apartment units and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) Preference to integrate building face and resident/pedestrian access with Erie Road, with a single point of vehicular access that can be integrated with existing controlled Crystal Beach Tennis and Yacht Club (CBTYC) points of vehicular access if kept in condominium tenure. If developed separately from existing condominium control, a single access to the Site from Erie Road should align with Cambridge Place. Direct private unit driveways onto Erie Road will not be permitted.

c) A Medium Density range of 25 to 50 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

d) The following height restrictions shall apply: block townhouses dwellings up to a max of 3 storeys, stacked townhouse dwellings up to a max of 3 storeys and apartments up to a max of 3 storeys.

e) Building placement should be in close proximity to the southerly limit of the Erie Road allowance to provide balance and frame the streetscape with similar massing permissions to that which are afforded on the opposing (north) side of Erie Road.

4.22.9.16 3901, 3899 and 3889 Rebstock Road

These lands represent a unique opportunity to provide additional multi-unit residential that can take advantage of being centrally located with ease of access to public amenities.

a) The site shall be reserved for semi-detached, street townhouses and block townhouses, stacked townhouses and their accessory uses, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

b) A Medium Density range of 50 to 75 units per hectare will assist in making efficient use of existing and proposed infrastructure and providing opportunities to diversify medium density housing stock and form.

c) The following height restrictions shall apply: semi-detached dwellings up to a max 2 storeys, street townhouse dwellings up to a max of 3 storeys,

stacked townhouse dwellings up to a max of 3 storeys and block townhouses up to a max 3 storeys.

d) Consolidation of these parcels is encouraged for residential expansion and diversification of housing stock.

4.22.10 Core Mixed Use

The Core Mixed Use designation is intended to recognize and delineate properties that shall be the focus of combined commercial / residential buildings and uses with a purpose of generating an identifiable and intensified area of dwellings, residents/pedestrians and commercial activity.

The easterly end of Erie Road and Derby Road up to Queen's Circle will serve as a focal point or destination for permanent residents with commercial uses that provide year-round goods and services, while also benefitting from increased seasonal commercial activity.

The westerly end of the designation towards the Bay Beach Waterfront Park intends to provide a similar mix of uses, but may contain more seasonal commercial activity given proximity to the public beach. Zoning may be used to reflect permitted uses that would underscore this distinction, while still affording and promoting year-round activity.

Policies of this section promote intensification of commercial activity in a concentrated area of this Plan and seek opportunities for additional residential through modest, increased height for properties suitable for development or redevelopment, as the case may be, to the satisfaction of the Town.

a) The Core Mixed Use areas are shown on Schedule "CB-2" and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.

b) The lands designated as "Core Mixed-Use" shall be reserved for a variety of retail, restaurant, office and commercial uses, as well as defining requirements for residential uses. Zoning may be used to provide distinction or limit some commercial use between the easterly and western portions of the designation.

c) Section 4.8.1.III provides that Core Mixed Use areas will be identified through the Secondary Planning Process.

d) Residential associated with Core Mixed Use shall generally range between 25 to 100 un/ha. The Town anticipates approximately 350 new residential units to be developed in the Core Mixed Use designation. Residential components will be subject to minimum standards for dwelling unit sizes and any other applicable zoning regulations or requirements identified in the

implementing zoning by-law, including being within a mixed-use building that may have minimum and maximum heights defined.

e) The Town shall implement the appropriate zoning to reflect the Core Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions. Site specific zoning may also be implemented where circumstances dictate. Zoning regulation may also use setback requirements from points off-site, such as nearby road allowance / property limits that may span several properties to regulate corridor form with respect to gradation of height.

f) Height for buildings within the Core Mixed Use designations shall be established in the implementing zoning by-law and may contain minimum and maximum requirements to ensure core area urban form objectives and residential intensification are being achieved.

g) Maximum building heights along Erie Road shall be regulated through "Schedule F" and the Zoning By-law, if the subject parcel or consolidation of parcels are equal or greater that 2304m² and dimensioned at 48m wide and 48m deep. Each individual site or collection of sites must be reviewed independently and structured on the various properties affected by the setback.

The submission of an Urban Design study to illustrate how the development will fit in with the existing context, follow datum lines, contribute to the street scape and character, and affect views and vistas will also be required as part of any development application.

h) New development in the Core Mixed Use designation shall provide at-grade commercial. Site specific zoning may be used to both require residential with commercial and afford permissions in the western end of the designation for stand-alone commercial.

i) The Town shall seek to implement and administer Community Improvement Plan funding programs available under Section 28 of the *Planning Act*, to assist commercial properties within the Core Mixed Use designation. Boundaries of a Community Improvement Project Area will be established under separate amendment through a subsequent Community Improvement Plan process and may or may not include all Core Mixed Use designations, with criteria defined at the time of the Project Area being established.

j) All development within the Core Mixed Use designation shall be subject to Site Plan Control.

k) Any existing buildings subject to conversion, expansion or addition for the purpose of mixed use shall require Site Plan Control. Details of which shall provide clear indication on key site design requirements related to parking

(on-site or off, where permitted), outdoor amenity space for residents and waste management solutions.

l) Reductions in landscaped or planting strip requirements between residential and non-residential designations may be permitted, where existing use of a site or where site access will afford efficient development of the lands. Appropriate screening will be required through the Site Plan process.

m) Commercial floor space within the Core Mixed Use designation shall be exempt from parking requirements; however residential components shall be subject to the general provisions of the Town's Comprehensive Zoning By-law as amended from time to time.

n) Outdoor patios are anticipated to complement such uses as restaurants and cafes throughout the Core Mixed Use designation. The zoning by-law will contain applicable provisions to regulate the use of outdoor patios, with the objective of supporting local business while mitigating adverse impact on residential uses.

o) Drive-thru facilities associated with restaurants, banks or any other type of commercial dispensary shall be prohibited within the Core Mixed Use designation.

p) New automotive related uses are not permitted in Core Mixed Use areas.

q) New at-grade commercial shall provide for full accessibility and barrier free design.

r) Notwithstanding Section 4.8.2 to the contrary, stand-alone residential uses shall not be permitted in the Core Mixed Use designation with limited exceptions, such as replacement due to fire.

s) Building heights shall be no greater than three (3) stories, except as otherwise permitted in the applicable zoning by-law. Additional building height may be considered without an amendment to this Plan, if there is a Planning Act community benefit approval process that it is compatible with surrounding land uses. Approval for additional height above four (4) stories may be subject to an agreement pursuant to Section 37 of the Planning Act.

4.22.10.1 266 Cambridge Road West *(aka Cambridge Lane)*

Notwithstanding the Core Mixed Use policies of this Plan this site may continue to be used for light manufacturing and assembly of rope, twine and other similar products within a fully enclosed building.

4.22.10.2 182 Lincoln Road West

Notwithstanding the Core Mixed Use policies of this Plan this site may continue to be used for light manufacturing / prefabrication and assembly of

building/home renovation related materials for contactor use with materials storage fully contained within the existing building.

4.22.10.3 3878 Erie Road & 412 Ridgeway Road

Notwithstanding the Core Mixed Use policies of this Plan these sites are considered to be within a key centre of the neighbourhood and may act as part of “Neighbourhood Gateways and Landmarks” and will be permitted a maximum height of 4.5 storeys if the upper level is:

1. Designed with windows embedded in the roof slope in the form of dormers or mansard roof type.
2. Designed as a tower or gateway feature (eg. clock tower or corner element).
3. Designed for use as a rooftop patio (this may include open patio trellis roof).
4. Or other design as approved by the Town.

Designs are subject to review by planning staff upon application submission.

4.22.11 Commercial

a) The “Commercial” areas are shown on Schedule “CB-2” and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.

b) Lands designated Commercial shall be zoned for its intended commercial uses and may include site specific zoning provisions and regulation to assist in implementation.

4.22.11.1 4152 Erie Road

Notwithstanding the Commercial policies of this Plan, these lands are permitted freestanding residential apartments, street townhouses, stacked townhouses and block townhouses in addition to the current commercial uses permitted in the General Commercial C2 Zone. Apartment dwellings may have a maximum building height of 4 storeys, while townhouse dwellings will be allowed have a maximum building height of 3 storeys on both Eastwood Avenue and Erie Road

The following Urban Design guidelines shall apply:

1. Porches/Balconies to be provided on the front face of Erie Road.
2. An entry feature is required to the building. A main front door is required along Erie Road.
3. Windows and doors must be arranged symmetrically along the front façade.

4. The entry must be raised above grade, and accessible.
5. Upper level windows should be embedded in the roof slope in the form of dormers.

4.22.12 Employment Lands (Industrial)

The Secondary Plan does not designate any lands for industrial use. The Crystal Beach neighbourhood's history of commercial, tourism and seasonal residency did not establish an industrial district earlier in its evolution. That is not to say industrial activity was not occurring in the early years, but rather did not have a concentrated location or industrial park established that remains in use today.

There are several instances where very light industrial type use is occurring within the community and these sites will be afforded the opportunity to remain and be recognized with site specific zoning. Such zoning may limit aspects of use, with underlying designation and zoning applied that may one day see a change in use, better suited and more compatible with the immediate surroundings.

a) Should new industrial land use be proposed within the Plan Area, the Policies of Section 4.10 shall be applied.

b) Compatibility of adjacent land uses will be an important consideration for any future industrial land use proposal.

4.22.13 Institutional

a) The lands designated on Schedule "CB-2" as "Institutional" recognize the existing institutional uses established within the Secondary Plan Area. The designation within the Plan Area shall be reserved for a variety of public and institutional uses and be generally governed by the parent Official Plan policies of Section 4.12.

b) Institutional buildings and sites, particularly those serving as a place of worship, may be permitted to offer use and activity extending beyond their primary use, that address community need for programs and services otherwise not typically made available in the neighbourhood. Site specific zoning may be applied to facilitate or permit additional use on a site by site basis, pursuant to Official Plan Policy.

4.22.14 Open Space

a) The lands designated as "Open Space" on Schedule "CB-2" shall be reserved for a variety of active and passive recreational uses including storm water management facilities and cemetery lands. The policies of Section 4.13 shall generally apply to lands designated as Open Space and

may be amended from time to time, where a new Parks and Open Space Master Plan has identified or modified objectives, designations, policy, etc.

b) Lands shown as Open Space are intended for long term use as such; however, select sites as identified herein may be permitted additional uses based on municipal need.

c) Lands identified under an "Open Space" designation within the Crystal Beach Secondary Plan Area are further defined, as provided for below.

4.22.14.1 Open Space – Parks

a) The predominant use of Open Space in the Crystal Beach Plan area is dedicated to Park use. Park classification generally follows the classification / identification found in the Parks and Open Space Master Plan (2006) and the Waterfront Strategy (2017). The Parks and Open Space Master Plan is currently being updated, with an expected release in 2021. Park classifications used are as follows:

- Neighbourhood Park
- Community Park
- Specialized Park
- Waterfront Park
- Waterfront Window

Parks and other Open Space designated lands are broken down and shown on Schedule CB-4 to this Plan.

b) Neighbourhood Parks

There are three (3) Neighbourhood Parks within the Plan Area consisting of one (1) established and two (2) planned. Neighbourhood Parks aim to provide a service area radius of 600m, such that is easily accessible by foot or bicycle.

Madeline Faiazzo Memorial Park

i. This park space provides play equipment for the children in the area and serves to augment facilities that are otherwise not present in the Queens Circle Park.
ii. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan.

Ryan Avenue Park

iii. This parkland (0.32 ha.) is a recent acquisition pursuant to the parkland dedication requirements related to the adjacent plan of subdivision development.
iv. The park will be developed after the Town assumes the subdivision.
v. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan.

Elizabeth Road Park

vi. This parkland (1.14 ha.) is a recent acquisition pursuant to the parkland dedication requirements related to the adjacent plan of subdivision development.
vii. The park will be developed after the Town assumes the subdivision.
viii. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan.

c) Community Parks

The Crystal Beach Secondary Plan Area contains one of the Town's existing Community Parks. Community Parks have a service catchment area radius of approximately 1,600 m, but can serve well beyond when enhanced facilities such as those found at the Crystal Ridge Park are available.

Crystal Ridge Park

Crystal Ridge Park is located north-central in the Plan Area and provides a wide variety of amenities together with the Town facilities (Crystal Ridge Arena and Library Branch) and Crystal Ridge Community Centre situated at this location.

i. The Town shall complete implementation of the Crystal Ridge Park improvements identified in the Crystal Ridge Park Master Plan.
ii. Wooded area in the northern portion of the park shall be retained; excepting an appropriate trail network may be established for active/passive recreational use and educational experience, and connection to Ridge Road North.

d) Specialized Parks

Specialized Parks offer unique, special purpose facilities. They take advantage of a variety of important resources, such as natural features, historically significant sites and structures, areas of unique character or significant recreational facilities. Alternatively, they might offer a unique recreational facility that will attract users from all around the Town. This might include a skate park facility, outdoor aquatic facility, or a premium spray pad/playground complex. These parks serve a large cross-section of the Town's population and may attract visitors from outside the town.

Queens Circle

i. This existing historic park space was established in the original subdivision plan back in the late 1800's and serves as a community focal point and civic space. The park provides for passive recreation and community events, given its limited land area (0.29 ha.) and shall be protected to serve in such capacity.
ii. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan.

e) Waterfront Parks and Waterfront Windows

The Town values and shall protect public access to the waterfront and shall seek opportunities to further add to publicly accessible waterfront whenever possible. The approved Fort Erie Waterfront Strategy (2017) provides guidance on opportunities for the Town to seek enhancing public access and shall be relied upon when any such opportunities are presented within the Crystal Beach Secondary Plan Area.

Presently there are 2 Waterfront Parks and 2 Waterfront Windows found within the Plan Area.

Waterfront Windows

The Waterfront Windows are limited in area and are generally described as the unimproved public road allowances that extend from travelled roads down to the water's edge. These waterfront windows also provide public access to Crown land found along portions of the Lake Erie shoreline that, depending on fluctuating lake levels, are typically accessible by land. Guidance on their current and future use for public access will reflect related treatments found in the Town's approved Waterfront Strategy.

English Avenue (off Terrace Lane); and
Prospect Point Road South (shared boundary with Ridgeway-Thunder Bay Secondary Plan)

i. Any improvements shall be identified in capital budget planning, as identified in the Waterfront Strategy, and through the updated Parks and Open Space Master Plan.

Waterfront Parks

Bay Beach Waterfront Park

ii. Primary use of this waterfront park is for pedestrian waterfront access and passive use of its extensive sandy beach;
iii. Other uses include children's playground, public washroom, and suitably sized community events on the upland festival square and pavilion;
iv. Recent capital reconstruction of the Bay Beach Waterfront Park represents a significant investment in this popular sandy beach waterfront park. The Town shall maintain controlled public access to the beach to ensure its long-term protection, maintenance and enjoyment;
v. Fees shall be collected for access to the waterfront to assist in offsetting ongoing maintenance costs for the beach grooming, waste management and supporting facilities such as washrooms, change rooms as well as seasonal operations staff and security;

vi. Areas other than the sand beach of this waterfront park shall remain accessible to the general public free of charge;
vii. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan
viii. The Bay Beach lands shall adhere to the vision of the Bay Beach Master Plan. Only those passive uses and other uses listed shall be permitted.

Crystal Beach Waterfront Park

ix. Primary use of this waterfront park is for boat launch facilities, passive gathering and event space;
x. Other uses of this park space include a children's playground, paved walkways, large pavilion and washroom facilities.
xi. Larger open field space and pavilion afford better opportunities for a variety of festival events;
xii. The Town shall collect fees for use of the boat launch facilities;
xiii. Based on findings of the Crystal Beach Parking Study (2019), the Town shall seek opportunities to improve and optimize parking facilities in effort to reduce capacity issues and conflict wherever feasible.
xiv. Any park improvements shall be identified in capital budget planning and through the updated Parks and Open Space Master Plan

4.22.14.2 Open Space – Linear Connections

a) The Town shall maintain ownership of walkways (established or planned) and unimproved road allowances that support linkage opportunities and provide improved pedestrian and active transportation connection and passage through long street blocks.

   More particularly, but not limited to, Munster and Ulster Lanes, and portions of Glenolden Lane are being designated open space for such purpose.

b) Linear connections may also afford and support municipal service routing or utility network needs.

c) In some instances, sections of Glenolden may be considered for municipal parking should demand ever warrant such consideration. However, at this time and as projected in the approved Parking Study (2019), there is adequate parking available for beach and residential uses to meet present and future demand.

d) Potential for a “Linear Park” classification is of interest for future connection to the Friendship Recreational Trail. Secondary Plan and Active Transportation Master Plan consultations identified interest and it was identified as a goal in the Secondary Plan consultations with the Community Focus Group.

   As a result, the Town shall seek opportunities to establish a linear connection in the vicinity of Michener and Schooley Roads leading north to connect with the Friendship Recreational Trail. This location is the most practical connecting point to planned on-road bike route facilities of Schooley Road, which shall lead directly to Bay Beach from the northern limit of the Secondary Plan.

4.22.14.3 Open Space – Cemetery

a) The Plan contains the municipally owned Ridgeway Memorial Cemetery at the southwest corner of Ridgeway Road and Farr Avenue. The Cemetery remains active and shall be maintained and managed by the Town.
b) Cemetery use shall generally be restricted to passive, memorial and visitation activities by persons or families of loved ones as their final place of rest.

4.22.14.4 Open Space – Storm Water Management

a) The Plan Area contains several storm water management facilities that have functional primacy as a municipal service and facility designed to collect storm water runoff and then release at the target rates and improve water quality prior to discharge.
b) Storm water management pond designs vary and can contain a permanent pool or remain dry until storm events. Public access to storm water management ponds is typically restricted unless designed for pedestrian access. Determination on design (whether publicly accessible or not), ownership and maintenance is a function of planning approvals and engineering review. Developers shall be responsible for costs and complete construction of new storm water management facilities and conduct the required inspection and maintenance prior to municipal assumption.
c) Physical characteristics of storm water management ponds typically resemble open space; however, serve mostly in a context of enhanced views and vistas of benefitting adjacent dwellings/uses. Stormwater management facilities form part of the urban fabric and any future SWM ponds are permitted anywhere in the plan area.

4.22.14.5 Open Space – Other

a) The Secondary Plan also contains areas that are designated as Open Space but are not identified as park. These open space areas are to be maintained in current state unless otherwise identified in the Park and Open Space Master Plan for capital improvements. More specifically, these sites are identified as:

- lands within the traffic circle at Cherry Hill Boulevard South and Glenspring Road
- lands bounded by Lincoln Road East, Loomis Crescent and Shannon Road North
- lands bounded by Lincoln Road West, Shannon Road South and the untraveled portion of Providence Lane. Site specific zoning for these lands may provide for additional use of the site for municipal parking if in the event the Town should ever require.
- 4168 Erie Road – these municipal lands are being used and retained as a public parking lot.

4.22.15 Natural Heritage

Section 8 provides comprehensive policy coverage for all relevant environmental features and shall be relied upon for guidance when development is being considered.

Natural features are generally limited within the Secondary Plan area and extend to Significant Natural Areas associated with the Lake Erie shoreline, portions of identified Woodlands and Environmental Corridors.

More prominent natural features do exist in close proximity to the boundary of this Secondary Plan (mostly along Erie Road in the western end of the Plan Area). Their protection and function will be part of any development application review process, whereby feature buffering and other potential impacts may require environmental study prior to deeming an application complete for processing.

Natural Heritage designation and features are illustrated on Schedule CB-3.

4.22.15.1 Significant Natural Areas

a) Significant Natural Heritage features within the Plan Area are primarily comprised of Lake Erie shoreline and woodlands captured in the northern part of Crystal Ridge Park. The lands are designated in the Crystal Beach Secondary Plan accordingly.

The lands identified along the Lake Erie shoreline are protected via Environmental Protection designation, while the Woodlands have an Environmental Conservation overlay covering much of the remaining wooded area.

Other areas identified as Significant Natural Area are generally few and found in areas that have either existing registered plans, draft plan approval or are expected to develop in future, in which case, any environmental study requirements will be determined at the time of mandatory pre-consultation for *Planning Act* applications or on permit application review where required.

b) Determination of any potential EIS requirements shall be scoped in consultation with the Region and based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.

4.22.15.2 Woodlands

a) The Secondary Plan identifies several Open Space designations that have an associated Woodland feature noted as being present. The most notable of which is largely contained on municipal parkland (Crystal Ridge Park). The Woodlands designation also extends beyond the Park onto Institutional and other private lands.

Other locations with Woodlands designation include lands along the northerly limit of the Plan Area (Farr Avenue) and at the westerly limit, north of Erie Road (along Hazelwood Avenue).

b) Any applications for development may be subject to Section 13.15 and will be identified through mandatory pre-consultation as part of an application process.

4.22.15.3 Environmental Corridors

a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule CB-3.

b) Schedule “C” of the Official Plan illustrates Environmental Corridors throughout the municipality. These corridors represent a higher-level linkage or linkage potential and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of any development application process.

The Crystal Beach Secondary Plan Area contains segments of two such corridors, the first of which is directly associated with the shoreline of Lake Erie. Much of the shoreline is developed residentially or recreationally. Opportunities for enhancement are limited and owners are encouraged to protect/supplement existing tree canopy coverage where practical, together with other native plantings where it would be reasonable to expect long term survival and protection from dynamic lake related effects.

A northerly segment represents an effort to enhance connection between the Woodlands in Crystal Ridge Park with that of the PSW located north of Erie Road in the westerly end of the Plan Area. The corridor effectively wraps around the westerly end of the urban area boundary. Property owners lining the westerly and northerly Plan limits are encouraged to plant or augment tree canopy coverage to assist in the establishment and general enhancement of this particular corridor.

4.22.16 Transportation Systems *(Road Networks, Active Transportation and Public Transit)*

a) "Transportation Systems" is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Crystal Beach Secondary Plan Area. These include, but are not limited to, existing and future road networks, active transportation infrastructure (either planned or existing sidewalks, cycling infrastructure & trails) and local transit service. Transportation systems are shown on Schedules CB-5 and CB-6 of this Plan.

b) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required. Prioritizing maintenance, construction and improvements will be considered annually through capital budgeting and through development application activity.

c) It is important to note this area of the municipality is founded on many historical subdivisions plans that use smaller road allowance widths than present standard requirements. Widening for the sake of meeting current standards can have detrimental impact on the character and streetscape on much of the established neighbourhood, particularly areas in the southern portions of the Plan Area. It is therefore the position of the Town that notwithstanding Section 12.7 of the Official Plan, road widenings shall not be required except for entirely unavoidable circumstances or those which can demonstrate building and parking on private properties along an entire street segment are not being negatively impacted. As a result of this recognition, various Schedules of the Official Plan and Comprehensive Zoning By-law may require amendments to reflect special circumstances.

d) The Town will seek opportunities for funding program assistance from other levels of government, when made available, to assist in expediting transportation related capital projects and will work cooperatively when transportation infrastructure is not solely of interest to the Town.

4.22.16.1 Road Networks

a) Any further development of the road network within the Crystal Beach Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan, recognizing Section 4.22.16 c) applies to most existing roads.

b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.

c) There is very limited opportunity for development of new roads with planned public right-of-way access. If in the event a public road is planned for construction, the road shall be constructed to full municipal standard using an urban cross section unless otherwise approved by the Town. Private development, including plans of condominium, may use alternate right-of-way designs for private roads internal to their site, however; such roads will still require approval from the municipality, typically as part of the condominium or site plan approval process.

d) There are generally three (3) categories of roadway hierarchy in or bounding the Plan Area. Notwithstanding Section 12.7.4 iv) to the contrary, these would be defined as:

- Town Collector/Arterial Roads (Farr Avenue, Ridge Road South, Rebstock Road, Ridgeway Road, Erie Road, Derby Road, Brunswick Avenue, Schooley Road, Michener Road and Point Abino Road);
- Local Roads (all remaining public roads, standard or sub-standard); and
- Private Roads (permitted)

Zoning implementation shall make any necessary amendments to Schedule "B" of the Town's Comprehensive Zoning By-law to reflect exceptions regarding ultimate width / widenings.

Schedule CB-5 illustrates the road network within the Plan Area.

e) The Town shall remain sensitive to increased interest and movement towards "complete streets" policies that support Active Transportation. All capital roads projects shall have regard for the Town's Active Transportation Master Plan and the Active Transportation Policies of 4.22.15.2 herein.

f) Private roads or driveways from new development proposals should be aligned with opposing roads or major driveways whenever possible.

4.22.16.2 Active Transportation

a) Components of active transportation in the context of the Crystal Beach Secondary Plan Area serve both utilitarian and recreational need and purpose. Active transportation shall be a consideration of Council as

identified under Section 12.7.2 iv) and the Fort Erie Active Transportation Master Plan (2020).

b) Schedule CB-6 illustrates components of the Active Transportation Network for the Crystal Beach Secondary Plan.

c) The Town's Friendship Recreational Trail is located just north of the Secondary Plan Area and is recognized as being part of much broader trail systems including the Greater Niagara Circle Route, Great Lakes Waterfront Trail and Trans Canada Trail. Direct trail connections from the Friendship Recreational Trail to the Crystal Beach waterfront and tourist areas, in addition to serving the broader Plan Area for active and pedestrian choice and safety, shall be a consideration whenever development is occurring along identified active transportation routes within the Plan Area.

d) Council will require contributions from abutting property owners for the purpose of continued implementation of the Active Transportation network facilities as a condition of development and/or redevelopment including Site Plan Approval.

e) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking capital road improvements / reconstruction.

f) Sidewalk networks are illustrated on Schedule CB-6 and are identified as either existing or potential/future. The Active Transportation Master Plan (2020) shall be reviewed in conjunction with this Plan to assess priorities for new construction and routing when capital projects and budgets are being determined annually by the Town. Completion of sidewalk networks in proximity to schools that assist in facilitating safe active travel by students are considered a priority.

g) Existing sidewalk locations shall remain and older sections will be subject to review and reconstruction to current standards, wherever feasible. Repair and replacement of existing sidewalks may be subject to a separate budget to those considered new construction (capital projects), where sidewalk did not previously exist.

h) Future/potential sidewalks shown on the Schedule CB-6 does not necessarily imply short, medium or even long-term construction, but rather serves as a guide when capital projects are being considered.

i) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.

j) Active Transportation and Public Transit use are complimentary modes of transportation and can be co-dependent for some residents. Capital projects and private developments will have regard for the Active Transportation networks for connection to established or planned transit stops.

4.22.16.3 Public Transit

Conventional and specialized transit service presently serves the Plan Area and may be subject to routing modifications from time to time.

b) The Crystal Beach Secondary Plan Area shall remain fully serviced by Fort Erie Accessible Specialized Transit presently operating throughout the Town, or until such time that an alternate is established that meets the community's accessible needs.

c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional connecting routes. The Town remains cooperative on any endeavour to establish a fully integrated, or full regionally operated transit system that maintains and enhances existing local municipal service.

d) Approved transit routing and fixed stop locations are illustrated on Schedule "CB-5". Routing and stop locations are subject to review over time and as data driven results on ridership inform transit planning for efficiency and effectiveness. Modifications to transit routing do not require amendment to this Plan.

e) Long term local transit planning shall have regard for locating potential transit stops that consider a typical 400m radius (or better) service area catchment model. Distances may vary depending on location of populations throughout the local and rural areas, as well as the class roadway which is being used as part of the route.

f) Private sector interests that may seek to provide seasonal tram or trolley service to Bay Beach and other tourist destinations within the Plan Area shall require approval from the Town and any other government authority regulating such service or vehicles. Full liability shall be the responsibility of the operator.

g) The Town shall remain open to explore opportunities that may leverage and increase municipal transit ridership to the neighbourhood during peak season.

4.22.17 Parking

a) The Town has implemented a Seasonal Paid Parking By-law and shall maintain paid parking in the southern parts of the Plan Area. The By-law is subject to changes from time-to-time and the Town, through its Infrastructure

Services department shall monitor parking, parking availability, related signage and revenue in Town lots and on public roads. Town By-law enforcement shall monitor compliance and infraction volumes and related revenue. Together, these sources of monitoring shall inform decision making that is in line with Council interests and Public expectations, concerning any future changes to the Seasonal Paid Parking By-law or infrastructure needs.

b) Based on findings and strategic recommendations of the Crystal Beach Parking Study (Paradigm Transportation Solutions, 2019) the following shall apply:

Shorter term policy objectives include:

i. The Town shall endeavour to restripe and repave municipal parking lots when required.
ii. The Town shall consider and explore options for parking layout and slight easterly expansion of the Crystal Beach Waterfront Parking Lot to increase single vehicle stalls while protecting vehicle with trailer stalls.
iii. Improved use of signage to direct vehicles to commercial parking areas, Bay Beach parking areas and on-street parking to assist in directing incoming traffic to appropriate destination or area of interest.
iv. Assist the Crystal Beach BIA through enforcing time limits for on-street parking on Erie Road and Derby Roads to deter Bay Beach related visitors from using spaces intended primarily for commercial patron use.
v. The Town shall endeavour to provide clear information online concerning parking in Crystal Beach for public awareness and trip planning prior to visiting the neighbourhood and popular area destinations.

Medium term policy objectives include:

vii. The Town shall seek opportunities to secure long term parking permissions with private land owners, in perpetuity, in the vicinity of Bay Beach.

Ongoing and longer-term policy objectives include: again, indent/alignment in this section

viii. New development and site re-developments in the Core Area are to be designed to provide on-site parking that meet requirements. Where it has been demonstrated that full on-site requirements are not feasible, the Town may permit alternate arrangements that can include paid permit parking, cash in lieu or private parking off-site as detailed in the Town's pending parking policy. All development outside of these designations must provide on-site requirements in the implementing zoning.

ix. The Town shall retain all Core Area municipal parking lots while making every effort to also retain on-street parking in the commercial core.

x. The Town shall reserve its land located on the north side of Shannon Road South and Lincoln Road West intersection in an Open Space designation in the event that additional or supplemental parking is needed. Zoning shall provide for such use in the implementing By-law.

xi. The Town shall monitor and enforce parking standards and regulations, particularly in time-limited areas. Monitoring infractions may lead to additional measures being taken if directed by Council.

c) The majority of the Secondary Plan Area is largely established residential, low density in character with most residences having driveways or defined points of access. For properties that serve as seasonal or permanent residence, owners are encouraged to seek municipal permit approval to establish an entrance to their lands to avoid instances of potential blockage by vehicles parking on-street.

d) Lighting of public municipal parking lots, private commercial and residential parking areas shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent or upper level residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided unless otherwise planned and/or approved to do so.

e) Any new municipal or private parking areas in the Core Mixed Use designated lands that interface with Residential designations shall be designed and constructed in a manner that seeks to provide landscape buffering where practical.

It is recognized that landscaped buffering may not be possible in all interface areas and consideration to assist in mitigation impacts, such as visual screening and/or solid fencing may be a requirement for development, re-development or site improvements, to the satisfaction of the Town. Zoning may provide for varied regulations on whole or on a site by site basis in respect of the Core Mixed Use designation in particular.

f) Landscaped areas should be requested for large parking lots exposed to collector roads. Landscaping requirements shall be focused along the road frontages and shall provide for appropriate landscaped buffering and planting strips between the roadway or sidewalk and parking areas, using high quality materials and plant stock. Depending on size of parking lot, landscape islands may also be required.

4.22.18 Cultural Heritage

a) All matters of Cultural Heritage shall be consistent with Section 11 of the Official Plan.

b) The Town recognizes the cultural heritage and history of the Crystal Beach Neighbourhood as being one of seasonal destination, spiritual retreat, waterfront recreation and amusement. With the demise of the amusement park in 1989 and its redevelopment into a residential community, the iconic or cultural landscape long associated with Crystal Beach began to transition. Presently there has not been any built heritage resources designated or identified for the Municipal Registry of Heritage Properties, pursuant to the Heritage Act.

   Built Heritage

   i. The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of the Crystal Beach built heritage and from time to time, may recommend for Council's consideration, properties for addition to the Municipal Registry following the Committee's more detailed review of community building stock.

   ii. The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.

c) The Town's Official Plan informs those seeking development opportunities on the potential for archaeological resources within the Plan Area. While the community is largely built up, there are instances where further investigation may be required, particularly those areas along the Lake Erie Shoreline as identified within the Point Abino Zone of Sensitivity. This Zone of Sensitivity is of archaeological interest given the likely association with pre-contact native peoples presence on the lands.

   Schedule `D' and 'D1' of the Official Plan must be consulted for extent of these identified lands.

   Archaeological

   i. The Town's Archaeological Master Plan informed and formed the background on the policies contain in Section 11 in the Town's Official Plan. It also introduced identification of Archaeological Zones of Potential and Sensitivity, which are reflected on the mapping Schedules of the Official Plan. The Point Abino Zone of Sensitivity represents one of these Sensitivity Zones where heightened interest exists.

   ii. Applications for development or redevelopment shall first be screened through pre-consultation and then assessed by the appropriate review authority with respect to the nature of the proposal and whether the proposal will present new disturbance requiring Stage 1 and/or Stage 2 Archaeological Study work be undertaken. The results of which, shall determine if further study is required.

4.22.19 Municipal Services

a) Municipal servicing shall be consistent with the policies of Section 12 of the Official Plan.

b) Municipal services such as sanitary and storm sewers, storm water management and municipal drainage will be provided, where feasible, and maintained/upgraded as necessary to accommodate the needs of existing and future development in the Crystal Beach Secondary Plan Area.

c) The Region of Niagara's Master Servicing Update (GM Blue Plan 2017) indicates the Crystal Beach Waste Water Treatment Facility has capacity to provide for their allocated growth projection forecast for this treatment facility. The Town's more recent Master Servicing Update (GM Blue Plan 2019) also indicates capacity for the projected growth, but also speaks to need for improving local sewer systems impacted by extraneous flow experienced in certain areas of the Plan Area.

   The Town will identify and undertake improvements where necessary following testing and prioritization of its local sewer systems to reduce extraneous flow. The Town shall budget for improvements annually and shall also seek partial funding through Programs offered by Niagara Region, when available, to further assist offsetting of costs.

   The Town shall work co-operatively with Regional counterparts with respect to ongoing monitoring of extraneous flow to ensure wet weather impacts are being reduced to safeguard plant capacity over the long term. The Town shall continue to update its Master Servicing Plan on a regular 5-year scheduled cycle.

d) New development or redevelopment may be required to provide a servicing study that includes analysis of the downstream sanitary sizing and the network's capacity capabilities in relation to proposed development flows.

e) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10-year capital projects budget. Reduction in wet weather impacts on existing infrastructure shall remain a priority of the municipality.

f) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to enhance water quality and to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve ground infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.

g) Existing municipal water supply is currently available to service the Plan Area. Looping of water mains may be requested and/or required as part of any agreement or conditions of development wherever an opportunity exists to do so.

h) There are currently no identified restrictions to development within the Crystal Beach Secondary Plan Area under current water supply conditions, however functional servicing studies that may be requested for new or re-developing properties and sizable infill projects, shall address water supply demand on the existing water supply network.

4.22.20 Utilities

a) Utility providers are required to consult with the Town when new plant locations or infrastructure is required, or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses.

b) Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are both compatible with existing and planned development and technically feasible in an effort to reduce or eliminate potential conflicts.

c) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.22.21 Neighbourhood Gateways & Landmarks

a) Schedule CB-2 illustrates a Gateway symbol at the primary entry points to the Neighbourhood and at key centres within, such as the intersection of Erie and Ridgeway Road.

b) Gateway features act to provide both physical and psychological cues on demarcation of community boundary or area of interest. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

This can be done in many ways such as signature buildings or architectural features, or through landscaping treatment and lighting. Combining any or all of these types of treatments provides opportunities to make a very bold statement or a much more modest approach to signal a threshold or specific location.

4.22.22 Interpretation of the Plan

The Crystal Beach Secondary Plan (Official Plan Amendment No.45) consists of Sections 4.22.1 through 4.22.22, and Schedules “CB-1”, “CB-2”, “CB-3”, “CB-4”, “CB-5” and “CB-6”.

The text and Schedules of the Official Plan for the Town of Fort Erie continue to apply except where they are in conflict with, or are less restrictive than this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.

TOWN OF FORT ERIE OFFICIAL PLAN

PROVINCIAL COMPLIANCE
WITHIN THE URBAN AREA

LEGEND

Secondary Plan Limit (Urban Area Boundary)

Built-Up Area (Growth Plan Designation)

Greenfield (not built-up yet)

Residential Intensification

Core Mixed Use Intensification

Additions to the Built Boundary

The Province of Ontario produced mapping in 2008 to illustrate lands that were determined to be Built-up Area of municipal urban areas. Mapping produced did not account for prior approved and registered plans of subdivision that would not have appeared on aerial photography at that time, but would not preclude approved subdivisions from proceeding as approved. The changes shown on this plan reflect registered plans the predate the Provincial mapping exercise.

INSET MAP

FARR AVENUE
MICHENER ROAD
DERBY ROAD
WELLINGTON COURT
ELMWOOD AVENUE
REBSTOCK ROAD
BREWSTER ROAD
RIDGE ROAD SOUTH
CHARLOTTE STREET
ROCHELLE CRESCENT
FRANCES STREET
CRYSTAL RIDGE PARK
FUTURE FIRE HALL
ST GEORGE COURT
HETRAM COURT
LAKEWOOD AVENUE
WESTWOOD AVENUE
SMALLS ROAD
ELIZABETH ROAD
CRYSTAL PLAZA
ALEXANDRA ROAD
VICTORIA ROAD
DERBY PLACE
DERBY ROAD
BRUNSWICK AVENUE
ROXBOROUGH AVENUE
MATHEWSON AVENUE
HELEN STREET
RIDGE ROAD SOUTH
CONWAY PLACE
RIDGEWAY ROAD
FERNWOOD LANE
CONCORD AVENUE
LYNWOOD LANE
FAIRFIELD AVENUE
GRIFFIN AVENUE
CRYSTAL BEACH DRIVE
GLENDALE AVENUE
ROVERCOURT RD.
GRAEBER AVENUE
RYAN AVENUE
HAZELWOOD AVENUE
WILLOWWOOD AVENUE
CHERRYHILL BOULEVARD S.
ROSEWOOD AVENUE
GLENSPRING ROAD
BEECHWOOD AVENUE
EASTWOOD AVENUE
SCHOOLEY ROAD
GLENOLDEN LANE
BIRCHWOOD RD
CHERRYWOOD AVE.
ASHWOOD AVE.
OAKWOOD AVE.
MAPLEWOOD AVE.
OAKCREST AVE.
CAMBRIDGE RD. W.
CAMBRIDGE RD. E.
ALTAIR LA.
ALTAIR LA.
ERIE ROAD
BAY BEACH WATERFRONT PARK
CRYSTAL BEACH DR.
TERRACE LANE
CRYSTAL BEACH WATERFRONT PARK
POINT ABINO ROAD SOUTH
JOIN LINE
ERIE ROAD
JOIN LINE
ERIE ROAD
JOIN LINE
L A K E E R I E

CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

N
W E
S

DATE: FINAL
Nov 8, 2021

SCALE:
N.T.S

DRAWN:
PCW

SCHEDULE

CB-1

TOWN OF FORT ERIE OFFICIAL PLAN

LAND USE PLAN

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Waterfront Residential See 4.22.7
- Low Density
- Medium Density
- Core Mixed Use
- Commercial
- Institutional
- Open Space
- Environmental Protection
- Environmental Conservation Overlay
- Conceptual Road

INSET MAP

JOIN LINE

JOIN LINE

CRYSTAL RIDGE PARK

BAY BEACH WATERFRONT PARK

CRYSTAL BEACH WATERFRONT PARK

L A K E E R I E

CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

DATE: FINAL Nov 8, 2021

SCALE: N.T.S

DRAWN: PCW

SCHEDULE

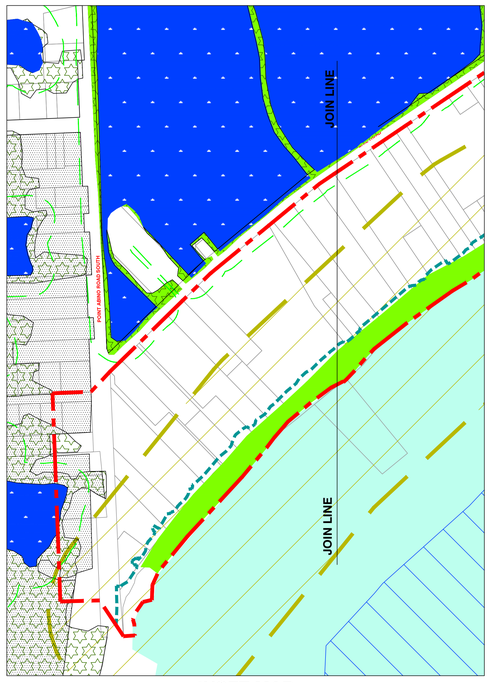
CB-2

TOWN OF FORT ERIE OFFICIAL PLAN

NATURAL FEATURES, NATURAL HAZARDS & FISH HABITAT

LEGEND

- Secondary Plan Limit (Urban Area Boundary)
- Hazard Lands Limit
- Environmental Conservation Overlay
- Provincially Significant Wetland & 30m Buffer
- Environmental Corridors
- Woodlands
- Significant Natural Area
- Critical Fish Habitat



INSET MAP

CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

N W E S

DATE: FINAL Nov 8, 2021

SCALE: N.T.S

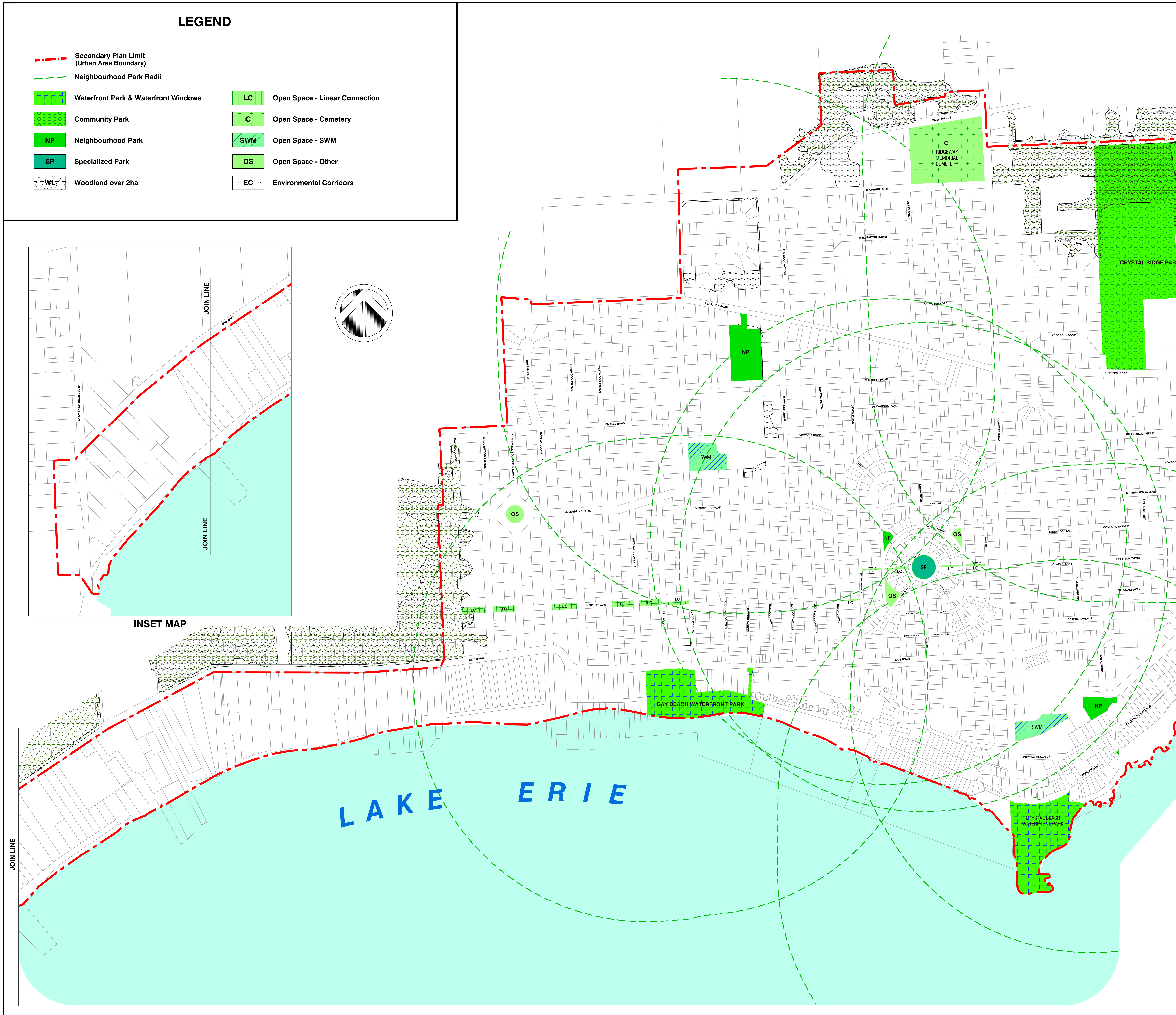
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SCHEDULE

CB-3

TOWN OF FORT ERIE OFFICIAL PLAN

PARKS and OPEN SPACE



CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

DATE: FINAL Nov 8, 2021

SCALE: N.T.S

DRAWN: PCW

N W E S

SCHEDULE

CB-4

TOWN OF FORT ERIE OFFICIAL PLAN

TRANSPORTATION SYSTEMS
ROADS and TRANSIT NETWORK

LEGEND

Secondary Plan Limit (Urban Area Boundary)

Roads

- Existing Municipal Collector Roads
- Existing Municipal Local Roads
- Approved Municipal Roads
- Existing Public Laneway
- Existing Private Road
- Approved Private Road
- Conceptual Road

Transit Routes and Stops

- Current Transit Route (schematic)
- T — Approved Transit Stop (approx.)

Gateways

- G — Gateway Area (schematic)

INSET MAP

FARR AVENUE
FARR AVE.
MICHENER ROAD
WELLINGTON COURT
DERBY ROAD
WELLINGTON ROAD
BREWSTER ROAD
ELMWOOD AVENUE
REBSTOCK ROAD
HETRAM COURT
LAKEWOOD AVENUE
WESTWOOD AVENUE
SMALLS ROAD
ELIZABETH ROAD
CRYSTAL PLAZA
DEVON PLACE
ALEXANDRA ROAD
VICTORIA ROAD
RIDGEWAY ROAD
ST GEORGE COURT
CRYSTAL RIDGE PARK
RIDGE ROAD SOUTH
CHARLOTTE STREET
FRANCES ST.
ROCHELLE CRESCENT
PROSPECT POINT ROAD SOUTH
BRUNSWICK AVENUE
ROXBOROUGH AVENUE
MATHEWSON AVENUE
CONCORD AVENUE
FERNWOOD LN.
LYNWOOD LN.
FAIRFIELD AVENUE
HELEN STREET
GRIFFIN AVENUE
GLENDALE AVENUE
DOVERCOURT RD.
GRAEBER AVENUE
RYAN AVENUE
CRYSTAL BEACH DRIVE
CRYSTAL BEACH DR.
TERRACE LANE
CRYSTAL BEACH WATERFRONT PARK
CRYSTAL BEACH DRIVE
CONWAY PLACE
CAMBRIDGE RD. E.
CAMBRIDGE RD. W
OXFORD AVE.
MAPLEWOOD AVE.
ELMWOOD AVE.
OAKWOOD AVE.
ASHWOOD AVE.
CHERRYWOOD AVE.
BIRCHWOOD RD.
GLENSPRING ROAD
GLENSPRING ROAD
GLENOLDEN LN.
BEECHWOOD AVENUE
EASTWOOD AVENUE
SCHOOLEY ROAD
HAZELWOOD AVENUE
WILLOWWOOD AVENUE
CHERRYHILL BOULEVARD S.
ROSEWOOD AVENUE
ERIE ROAD
BAY BEACH WATERFRONT PARK
POINT ABINO ROAD SOUTH
JOIN LINE
JOIN LINE

CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

N W E S

DATE: FINAL
Nov 8, 2021

SCALE: N.T.S

DRAWN: PCW

SCHEDULE

CB-5

TOWN OF FORT ERIE OFFICIAL PLAN

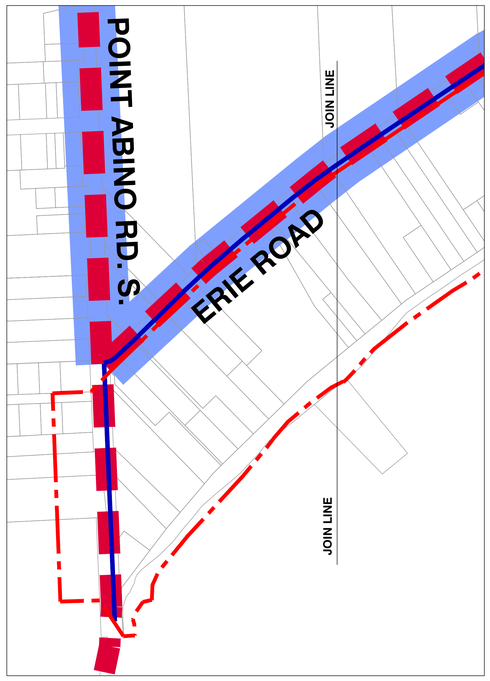
TRANSPORTATION SYSTEMS
ACTIVE TRANSPORTATION NETWORK

LEGEND

Secondary Plan Limit (Urban Area Boundary)

Active Transportation

- Niagara Region Identified Cycling Network
- In-Boulevard Multi-Use Trail
- Buffered Bike Lane
- Buffered Paved Shoulder
- Paved Shoulder
- Signed Bike Route with Sharrow
- Signed Bike Route
- Existing Sidewalk
- Potential / Future Sidewalk
- Linear Connection - Other



INSET MAP

MICHENER ROAD
FARR AVENUE
REBSTOCK ROAD
REBSTOCK ROAD
SCHOOLEY ROAD
RIDGEWAY ROAD
RIDGE ROAD SOUTH
PROSPECT POINT ROAD SOUTH
ERIE ROAD
ERIE ROAD
CRYSTAL BEACH DR.
JOIN LINE

CRYSTAL BEACH SECONDARY PLAN

PLANNING & DEVELOPMENT SERVICES

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SCHEDULE

CB-6