



NORFOLK COUNTY LAKESHORE  
SPECIAL POLICY AREA SECONDARY PLAN

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# COMMUNITY DESIGN GUIDELINES

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# 1. INTRODUCTION

This report combines a written and graphic analysis and Community Design Guidelines for the future development of the waterfront related settlement areas in the Norfolk County Lakeshore Special Policy Area, identified in Figure 1. It focuses on the essential character value of each settlement, their component areas, and the primary scenic route.

The main emphasis of these guidelines is to protect and enhance the valuable characteristics of each individual place. The guidelines act within the settlement boundary limits shown in the illustrations, which in turn protect the character of the surrounding landscape which nurtures these very interesting and much-loved places. The guidelines for built form control the range of changes to existing buildings and new development in order to continue and protect the special character of each settlement.

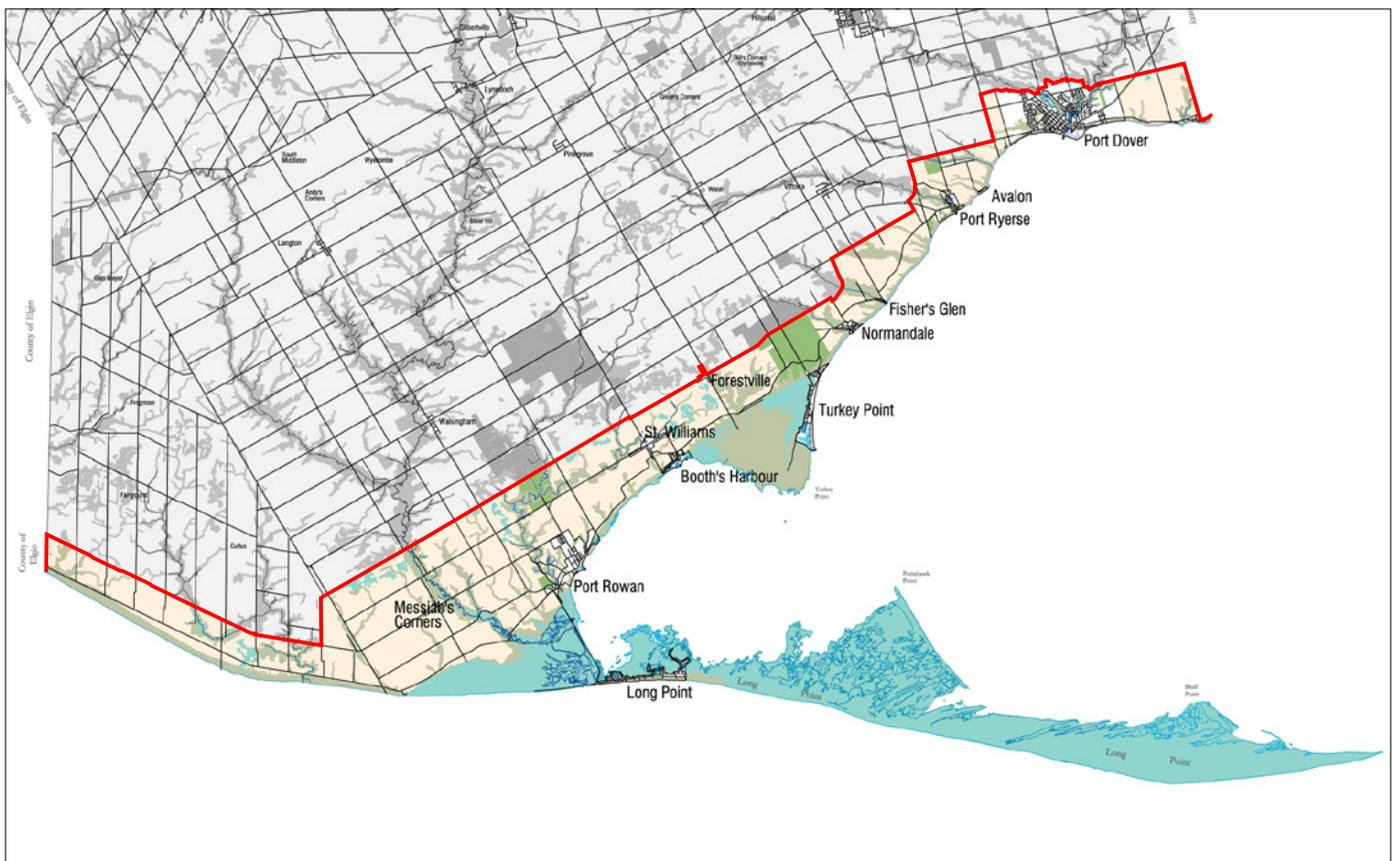


Figure 1: Location of the settlement areas in the Norfolk County Lakeshore Special Policy Area

## 2. MAIN PORT TOWNS

The two largest commercial centres on the Lakeshore are Port Dover and Port Rowan. They share many southern Ontario small town characteristics, along with the special character derived from their original fishery port function, and current nautical and recreational assets.

### 2.1 Port Dover

#### General Character Description

Port Dover is an urban area with a population of 5,949\* located at the junction of Lynn River, Black Creek and Lake Erie. It is a popular recreation and tourist destination due to its fishing industry heritage, the beach, restaurants, and shops and due to the multiple services that it provides to recreational boaters. The town is also a service centre for the surrounding rural area.

The oldest part of town is set on a gently sloping tableland on the west side of Lynn River and Silver Lake. Three streets — St. George, Main Street and St. Andrew — connect the traditional neighbourhoods on the tableland to the harbour's commercial district set at lake level where most of the tourist summer activities take place. The waterfront is composed of three distinct areas: the Harbour Commercial District, the Commercial Port, and the Recreational Marina. These areas have different functions that work symbiotically to create an environment that supports tourism. For example, the fishing activities in the Commercial Port are a key attraction to the Port Dover harbour experience.

More recent neighbourhoods surround the traditional core of the town. The area to the southeast, north of Highway 6, has seen the most development. The Industrial Influence Zone, associated with the Nanticoke Generating Station, sets Port Dover's urban boundary on the east. There is a significant amount of approved development which will occur over many years on the lands surrounding the existing built-up area. An example is Dover Coast—an approved development on the east side of town, which will have 1518 dwellings at full build out.

Figure 2 identifies the most important public and private buildings and open spaces in Port Dover. Figure 3 indicates the character areas described in pages 8 to 10.

\* 2006 Census, Statistics Canada



Port Dover has an active harbour with a wide variety of vessels that serve commercial fishing, leisure and tourism.



Older residential buildings sit on the tableland above the harbour.



Some recent residential buildings make efforts to reflect the traditional housing form.



**Figure 2:** Important Public and Private Buildings and Open Spaces in Port Dover (2 pages)

- 1. Port Dover Harbour Museum
- 2. Powell Park
- 3. Town Clock
- 4. Post Office
- 5. Port Dover Composite School

- 6. Port Dover Medical Centre
- 7. Port Dover Community Centre
- 8. Port Dover Arena
- 9. Lions Arena Park
- 10. Mill Store/Farmers Market

- 11. Lions Park/Hardball Diamond
- 12. St. Cecilia's Roman Catholic School
- 13. Dover Mills Heritage Park
- 14. Lions Play Park
- 15. Silver Lake Park



Source: 2002 Aerial Photo

- 16. Lions' Farmers Market
- 17. Misners Dam
- 18. Park
- 19. Commercial Port
- 20. Recreational Marina

- 21. Kinsmen Park
- 22. Doverwood Public School
- 23. Sewage Treatment Plant
- 24. Memorial Park
- 25. Elmer Lewis Parkette

- 26. Port Dover Library
- 27. Port Dover Fire Hall and Ambulance
- 28. Lighthouse and Water Level Gauge Building



**Figure 3: Port Dover Character Areas**

Note: Some neighbourhoods built since 2002 are not indicated in the diagram due to lack of data.



Hazard Land



Wooded Area



Important View



*Port Dover*



- 1. Commercial Core
- 2. Harbour Commercial District and Beach
- 3. Commercial Port and Recreational Marina
- 4. Industrial Riverfront and Yacht Club

- 5. Large Riverfront Homes
- 6. Traditional Neighbourhoods
- 7. Large Lakefront Homes
- 8. Recent Neighbourhoods

- 9. Townhouse Developments
- 10. Schools and Other Public Institutions
- 11. Industrial, Commercial Uses
- 12. Ivey Trailer Park



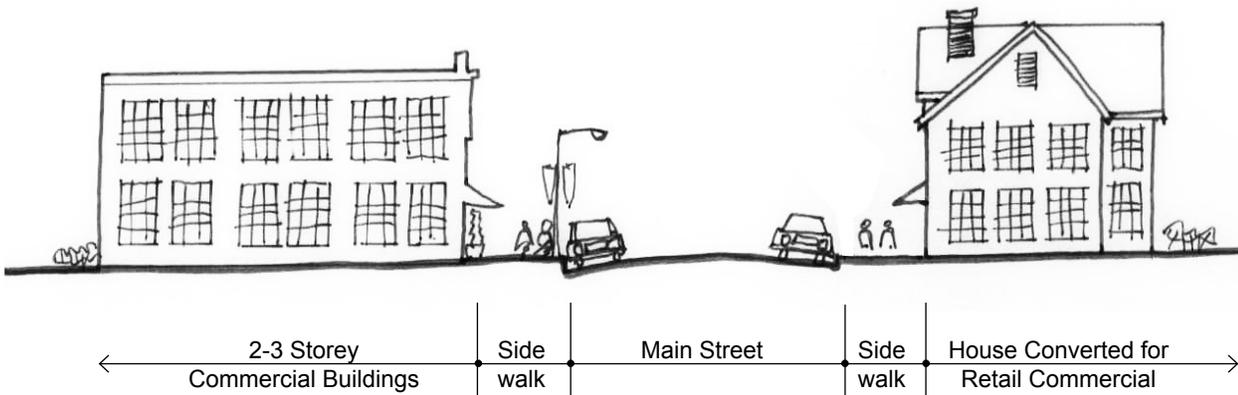
Port Dover's Commercial Core could be enhanced by widening the sidewalk and reducing the width of the driving lanes.

## Character Areas

### 1. Commercial Core (Main Street)

Port Dover's commercial core runs along four blocks of Main Street, between McNab and Clinton Streets. It has a consistent 2- to 3-storey street frontage, narrow sidewalks, and on-street parking. The historic component is limited to the southern two blocks between Chapman and Clinton streets. There may be an opportunity to enhance the street's pedestrian character and to better accommodate the large number of tourists that come to this area in the summer.

### 2. Harbour Commercial District and Beach



Typical Cross-Section of the historic portion of Main Street



The Tim Hortons built in the Harbour is a good example of the use of the nautical theme, encouraged by the Waterfront Urban Design Guidelines.

The Commercial Harbour is Port Dover's main attraction. It has a variety of restaurants, shops, bars, and the Harbour Museum. The Waterfront Urban Design Guidelines developed in 2001 have steered recent private investment towards using a "nautical" theme in the renovation of buildings. This step towards establishing an attractive environment should continue.

The Port Dover Harbour Museum is also taking steps towards the improvement of the Harbour's public space by developing plans for a new wooden dock that is reminiscent of Port Dover fishermen's wharves of the early 20th century. This project may become a template for future boardwalk design in the area. A continuous riverside boardwalk from the Harbour to Silver Lake would be a major addition to the town's pedestrian circulation network.

The beach is a major asset of the town's core. Although a large portion of it belongs to private landowners, public access is guaranteed through an annual lease.

### 3. Commercial Port and Recreational Marina

The Port and Marina are vital components of Port Dover’s waterfront. They support the fishing fleet and recreational boating, and maintain a connection to what used to be the town’s most important industry. The remnant fishing fleet and associated equipment provides a genuine character, and adds to the waterfront’s viability as a tourism destination. A long standing concern is how to maintain enough fishing activity to provide a realistic “nautical” theme.



The well-used Recreational Marina may accommodate additional boat storage.

### 4. Industrial Riverfront and Yacht Club

The area along Lynn River from the Highway 6 Bridge to Silver Lake has a series of uses related to the fishing industry and to recreational boating. Some of the industrial uses on the west side of Lynn River have ceased. These lands are now vacant and provide a redevelopment opportunity. On the east side of Lynn River and along Black Creek there are areas for boat storage associated with the Yacht Club, marina, and businesses. Cottages and permanent homes are mixed within these uses and set along narrow streets that follow the contours. The views of the river are diverse and interesting because of the boating activities and the undulating topography.

### 5. Large Riverfront Homes

Black Creek is lined with residential lots perpendicular to the shore. The homes are consistently set back from the street and have generous backyards facing the creek.

### 6. Traditional Neighbourhoods

The core of Port Dover is made up of an orthogonal grid of streets and blocks, with closely spaced residential buildings on individual lots. These are stable neighbourhoods that will slowly intensify through renovations and additions, and infill with new buildings.

On the east side of Lynn River, at the top of the escarpment south of Highway 6—an area locally known as Brant Hill—there is a mix of seasonal cottages and permanent homes that take advantage of lake view.



Traditional neighbourhoods are stable, well kept and will slowly intensify through additions and renovations within the existing pattern.

### 7. Large Lakefront Homes

Two distinct groupings of large homes built on long and deep lots face Silver Lake and Lake Erie, some of which may have heritage value.

### 8. Recent Neighbourhoods

The character of the post-war neighbourhoods is typical of that era: defined by circuitous pattern of streets and blocks, larger lots and mostly single detached homes set far back from the road. The streets

are wider and more open than in pre-war neighbourhoods, and are purposefully designed to serve a limited number of homes on each street, frequently terminating in cul-de-sacs.

Recent greenfield development has occurred to the northwest and east of town, within the urban area. According to the Adopted Official Plan, sufficient designated land is available to accommodate growth for the next 20 years, assuming a gross residential density of generally:

- 15 units per hectare (uph) for low density;
- 15 to 30 uph for medium density; and
- greater than 30 uph for high density

## 9. Townhouse Developments

Townhouse development is characterized by small groups of 2- to 3-storey dwellings, set close together with a large proportion of shared open space. The townhouses are on Main Street (in the site of the former Port Dover Public School), on Richardson Drive and on New Lake Shore Road.

## 10. Schools and Other Public Institutions

These areas not only provide essential public services to the community, they are also valuable green spaces for the surrounding neighbourhoods.

## 11. Industrial, Commercial Uses

On the west side of town, at the corner of Highway 6 and Lynn Park Avenue / Thompson Road, a small plaza containing a grocery store and other neighbourhood commercial uses is located. On the east side of town, this category includes a car dealership, the wastewater treatment facility, water tower, a commercial mini-storage area and vacant industrial lands, all of which are located to the south of Highway No. 6, west of Woodhouse Avenue.

## 12. Ivey Trailer Park

The Ivey Trailer Park is located near the western boundary of Port Dover, along Radical Road just east of Blueline Road. The trailers are well maintained and situated on a tight grid of seasonal private lanes, with direct access to the lakefront. The development is focused towards the public buildings with trailer plots situated on either side. A number of large canopy trees shade the park providing a green forest-like character.

## 2.2 Port Rowan

### General Character Description

Port Rowan is an Urban Area with a population of approximately 1000\* located on the lakefront, on the northern boundary of the Long Point provincially significant wetlands. Bay Street is the main street- where the historic Commercial Core is located. At the foot of Bay Street are the Port and Marina. The sharp turn and higher elevation of Bay Street, set about 12 metres above lake level, enables an open view of the Port and the Inner Bay. A small housing cluster (#7 on page 13) is separated from the town by the wetlands at the mouth of Dadrick's Creek, which holds the Long Point Bird Observatory managed by Bird Studies Canada.

The town is close to Backus Heritage Conservation Area and Backus Woods, which have one of the best examples of Carolinian Forest in Canada. It includes hiking trails, swimming and picnic areas. These amenities and the small town feel have made Port Rowan attractive to seniors. The "Villages of Long Point Bay," an adult lifestyle community of about 250 houses built at the northern end of town, has been the only remarkable development of recent years, bringing support to the main street businesses.

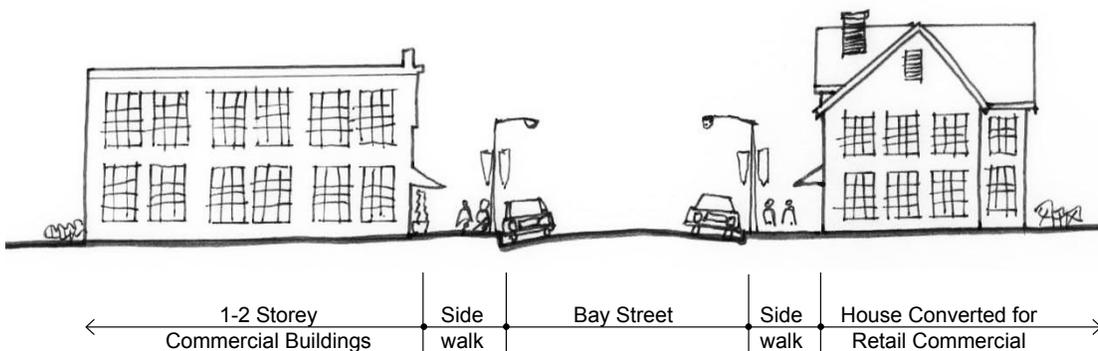
Port Rowan is the local service centre and offers a more built-up character compared to the resort-like Long Point. Much of the waterfront activity in Port Rowan Harbour is of a more traditional boating nature with a few related employment and commercial uses.

Figure 4 identifies the most important public buildings and open spaces in Port Rowan. Figure 5 indicates the seven character areas described in the following pages.

\* *Market and Economic Opportunities Forecasts for Growth and Settlement*, N. Barry Lyon Consultants, 2007



Boating activities of Port Rowan Harbour share the Inner Bay with spectacular natural features.



Typical Cross-Section of the Commercial Core



**Figure 4:** Important Public Buildings and Open Spaces in Port Rowan

Source: 2002 Aerial Photo

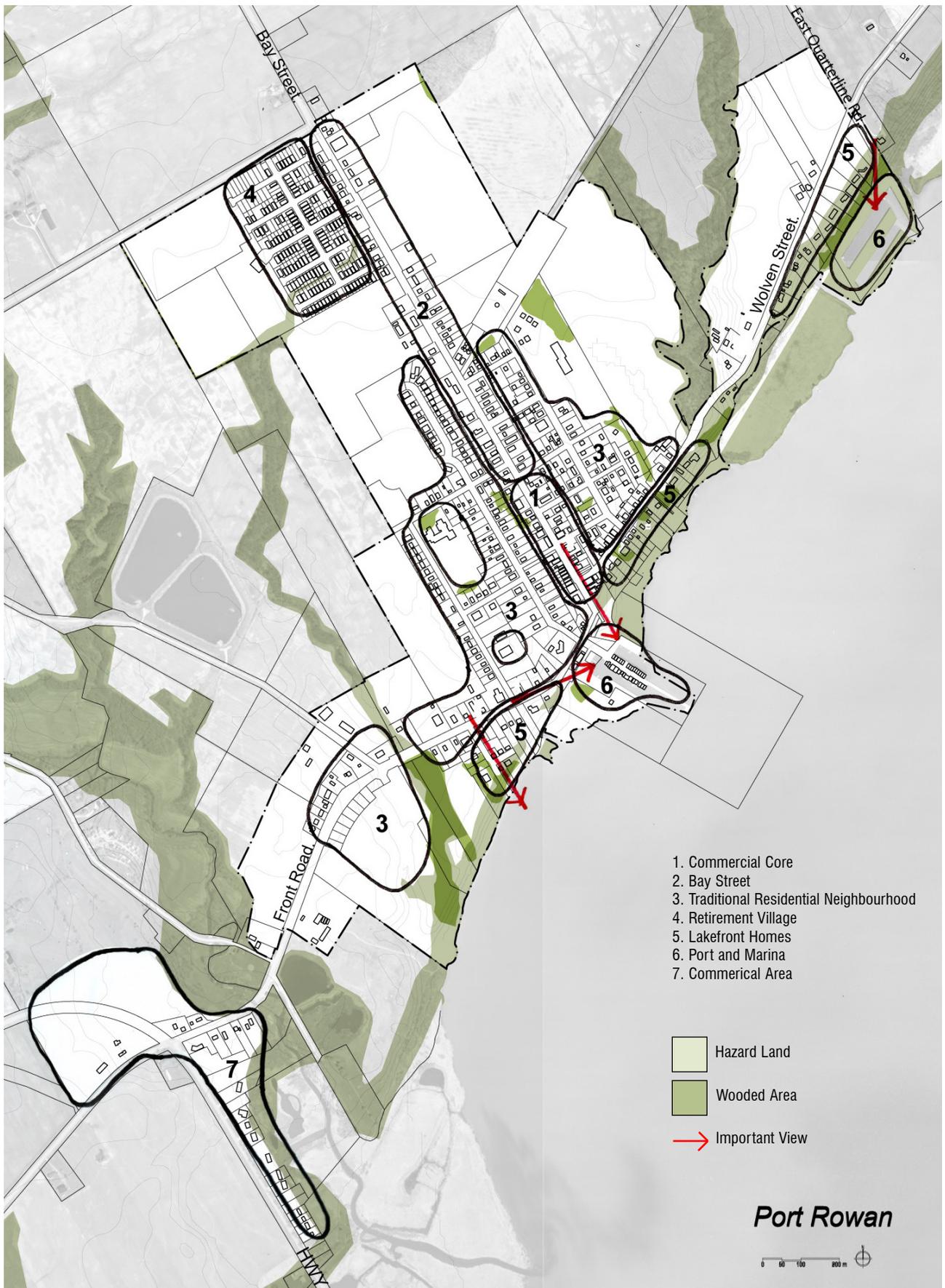


Figure 5: Port Rowan Character Areas

**Port Rowan**



Port Rowan's Commercial is diverse, with some properties recently renovated.



A collection of large traditional homes serve as a gateway to the commercial core approaching from the north on Bay Street.



Most houses in the Retirement Village have front porches and architectural features which give a village character to the community.

## Character Areas

### 1. Commercial Core

Port Rowan's commercial core runs along three blocks of Bay Street, between Stacey Street and Front Road. It has a consistent 1- to 2-storey street frontage, narrow sidewalks, and on-street parking. It is well used by the community. As in Port Dover, there may be an opportunity to enhance the street's pedestrian character and to better accommodate visitors that come to this area in the summer.

### 2. Bay Street

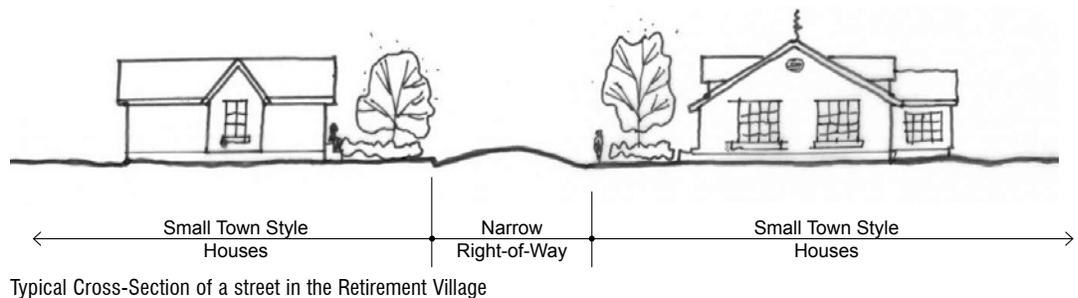
Bay Street is the town's main arterial road. As in many other rural towns in Ontario, it will likely change at a faster pace than the traditional residential neighbourhoods, from residential uses to service and commercial uses. Some businesses have already settled along the street. It will be important to manage this change so that the character of the street is either maintained or improved.

### 3. Traditional Residential Neighbourhood

The traditional core of Port Rowan is made up of an orthogonal grid of streets and blocks, with closely spaced residential buildings on individual lots. These are stable neighbourhoods that will slowly intensify through the addition of new buildings, renovations and additions within the existing pattern.

### 4. Retirement Village

The "Villages of Long Point Bay" is an adult retirement lifestyle community. The neighbourhood is laid out following New Urbanism principles: higher density (about 20 units per hectare), narrow streets, and small lots with historic-looking cottages. The community centre provides fitness facilities, common spaces, and dining areas. The current



expansion plan will add 62 units to the existing 250 units. Street trees are consistently planted to provide pedestrian comfort and beautify the streetscape. The existing trees vary in age and size due to the phasing of development, but appear healthy and established.

### 5. Lakefront Homes

Built along Front Road and Wolven Street, these homes—many of which are older and grand in scale—are built at the top of the escarpment facing Lake Erie, allowing its residents to enjoy open views of the water. The lots are long and narrow and encompass much of the wooded slope. Newer houses in this area have not followed in the same building tradition and have begun to compromise the character of this important gateway from the east.

### 6. Port and Marina

The rows of boathouses in the port are the landmark of Port Rowan. The marinas at the foot of Bay Street and the eastern end of town support mostly seasonal recreational boating activities.

### 7. Commercial Area

This area has several existing commercial uses: restaurant, gas bar, convenience store and a mini-golf course. It also is home to a small cluster of detached houses that face Highway 59 and back on to the wetlands of Dedrick's Creek.



Views to the lake between houses and along public rights-of-way contribute to the character of Port Rowan.



Older and larger homes are found throughout: Ellis Street.



The boat houses in the Marina are a local landmark.

## 2.3 Main Port Town Design Guidelines

### Port Dover

Port Dover has a relatively strong and resilient character due to its small town size, larger street network, and number of well-established neighbourhoods. Its building stock consists of a wide range of types, material, and architectural style.

### Municipal Guidelines

The principles of the Port Dover Waterfront Master Plan and Secondary Plan, January 2001 are embodied in these Guidelines. The following excerpts summarize the key design subjects. For a greater level of detail, please refer to those documents.

#### *Section 6.0 Description of the Waterfront Master Plan (pages 26 -35)*

This section provides a framework based on an ambition to provide the following:

- **Key public places.** a variety of key public places linked by a continuous pedestrian walkway along the waterfront,
- **Harbour Street history walk,**
- **Accommodate new private sector development.** To complement uses in the Harbour Commercial District,
- **Protect and enhance the commercial fishing port,** and
- **Opportunities for an expanded recreational marina.**

#### *Section 7.0 Urban Design Guidelines (pages 36 - 48)*

This section provides a general design framework and guidelines to direct development, as opposed to providing statutory planning controls:

- **Streets.** Within the waterfront area, Walker Street and Harbor Street are the most important streets. They should be designed as significant public spaces.
- **Pedestrian route/public access to the water.** Public access to the water is an important element to creating a liveable, vibrant waterfront community. A continuous route will allow residents and visitors to experience the full range of activities and views along Port Dover's interesting and active waterfront. The preferred location is at the water's edge. The pedestrian route should provide connections to the Lynn Valley Trail.

The route should link the east and west sides of the harbour, connect the marina, commercial fishing port, east side of the Lynn

River, the bridge; west side of the Lynn River, the pier, the beach, and the end of Walker Street.

- **Key public places.** Some of the more memorable public spaces in Port Dover are its parks, connected together as part of a system when combined with the street system and proposed trail network. They should be created as accessible, sociable, amenable, and easily identified spaces for the community.
- **Gateways.** They should act as a clear announcement for entering a special area for motorists and pedestrians alike. The bridge over the Lynn River acts as a gateway for Port Dover. New buildings should consider how they are viewed to and from this location. Neighbourhood gateways should also be considered. Traffic circles could be introduced to calm traffic and announce arrival.
- **Buildings.** They frame the edges of and influence the quality of public space through their location, orientation, scale and detail. They are also important as landmarks, focal points, and gateways.
- **Signage and Logos.** An overall system of public signs should be developed to enhance the character of the Town. A wayfinding system to direct visitors could identify destinations.
- **Parking Lots.** Off street parking should not take up street frontage, and should be located to the side or rear of buildings. Shared parking opportunities should be explored when the opportunity arises. With the potential loss of some of the curbside parking supply as a result of Main Street sidewalk widening, explore opportunities to supplement the parking supply with other off-street facilities.

*Main Streets:* The pedestrian realm should be improved. Sidewalks should be widened to at least 4.5 m for the entire boulevard—including the pedestrian "free" zone and furnishing zone—and adorned with street trees and coordinated furniture and signage.

*Residential Streets:* Reduce street rights-of-way for new construction to be of a width similar to the traditional streets of the town. Investigate opportunities to introduce elements such as traffic circles that may serve as traffic calming measures and provide a neighbourhood focal point.

### Residential Guidelines

*Lake Views:* Keep current views to the lake along public rights of way open and create new ones as opportunity arises.

*Lake access:* Maintain public access to beaches, the water's edge and a 20m shore easement or strip of land under public ownership.

*Bulk:* Replacement buildings should be in scale with the house sizes in the neighbourhood.

*Historic Preservation:* The numerous heritage and heritage quality residential buildings should be preserved and restored not replaced. New residential buildings should respect their architectural context.

*Setbacks:* limit setbacks to those currently in place within the traditional neighbourhoods.

*Street facades:* Provide front porches or similar transitional devices between public and private domains. Limit the number and width of garages facing the street.

### Commercial Guidelines

*Historic Preservation:* The traditional buildings lining the main streets should be preserved and renovated rather than replaced. New infill buildings should respect the scale and form of existing traditional buildings.

*Building facades:* Except for remnant house forms, buildings should line up to form a “street wall”, with entrances and shop windows accessible from the sidewalk, and be limited to three to four stories in height. Flat roofs or a parapet roof are suitable for buildings that contribute to a continuous main street frontage.

*Signage:* A coordinated signage policy should be developed to compliment and enhance the heritage, resort, port and rural character.

## Port Rowan

The character of Port Rowan is more susceptible to change than Port Dover's. With only a few streets and a relatively small number of character-defining buildings when compared to the larger Port Dover, any new development will have a greater impact on the existing fabric. Along the main approaching roads (Front, Lakeshore/Bay, Route 59, and Quarter Line Road) future development should respect these gateway entries to the main town.

### Municipal Guidelines

*Harbour:* New development should respect and support existing character. Buildings should be of a form, materials and articulation (emphasizing the individual parts of the building through the addition of architectural elements as bays, porches, dormers, fascia and soffits, etc.) to enhance the active commercial and recreational marine nature of the harbour.

*Bay Street:* Sidewalks should be adorned with street trees and other plantings, coordinated street furniture and well-designed and coordinated signage.

*Residential Streets:* Reduce street rights of way to be of a width similar to the traditional streets.

## Residential Guidelines

**Lake Views:** Keep current views to the lake along public rights of way open and create new ones as opportunity arises.

**Lake access:** Maintain public access to beaches, the water's edge and a 20m shore easement or strip of land under public ownership.

**Bulk:** Replacement buildings should be in scale with the house sizes in the neighbourhood. In the older, traditional neighbourhoods, residential buildings tend towards a more vertical form—2 to 3 storeys with varied roof lines. In more recent developments, such as the retirement village, the buildings tend towards 1 to 1.5-storey with gently sloping but similar roof lines.

**Relationship to street:** New development should consider the width and scale of the traditional network of streets when establishing setbacks and build-to lines.

**Setbacks:** limit setbacks to those currently in place within the traditional neighbourhoods

**Street facades:** Provide front porches or similar transitional devices between public and private domains. Limit garages facing the street.

## Commercial Guidelines

**Historic preservation:** The traditional buildings lining the main streets should be preserved and renovated rather than replaced. New infill buildings should respect the scale and form of existing traditional buildings.

**Building facades:** Except for remnant house forms, buildings should line up to form a “street wall”, with entrances and shop windows accessible from the sidewalk, and be limited to two storeys in height. Flat roofs or a parapet roof are encouraged for buildings that contribute to a continuous frontage on the main streets.

**Signage:** A coordinated signage policy should be developed to compliment and enhance the heritage, port and rural character of the place.

## Neighbourhood Planning Area Guidelines

A Neighbourhood Plan should be prepared within identified study areas prior to any further development . This process may be initiated by a land-owner or group of landowners, by the County, as an amendment to the Secondary Plan. Figure 5 of the Lakeshore Options and Directions Report suggests potential neighbourhood Planning Areas for both Port Dover and Port Rowan. Design issues to consider include: land use, streets and blocks, building setbacks, height, massing, pedestrian and bicycle connections, parks and open space, and community amenities.

### **3. WATERFRONT SETTLEMENTS**

The five settlements straddling the escarpment and nestled in steep valleys punctuating the lakefront slopes – three hamlets and two older villages – are unique to the Lake Erie shore.

There are a few common challenges and opportunities to these settlements:

#### **Public access to the lakeshore**

One of the great assets of Norfolk County is the shore of Lake Erie, which provides breath-taking views of the water from the top of the escarpment, and more intimate contact with the water at the many beaches that occur naturally along the shoreline. The public's right to enjoy these places depends on being able to access them freely. However, there are a few circumstances where beach fronts are privately-owned and property owners discourage public use. This issue should be discussed with the public in case there is an opportunity to set new mechanisms (such as easements or land dedication) to allow open public use of private beach fronts.

#### **Building on the sense of place**

Each waterfront settlement has a distinct character and sense of place due to the placement of streets, homes and gardens in response to the topography, woods and creeks. The current understanding of what makes each place unique should be enriched by public input, and provide a strong base for the Community Design Guidelines.

## 3.1 Avalon

### General Character Description

Avalon is a small community of about 30 cottages set on the tableland approximately 16 metres above Lake Erie. The views of the lake are dramatic due to its elevated position and proximity to the edge of the escarpment. The charm of this place comes also from its isolation. The drive along Avalon Drive, a private unpaved seasonal road, is quaint and picturesque. One travels through a diverse rural landscape, terminating in a forested setting of tall mature trees. Avalon is set between a privately-owned woodlot and the lake. It is currently designated as a Resort Area in the Adopted Official Plan.

### Rustic Cottages on Large Lots

The character of Avalon is homogeneous. The cottages are rustic and appear to have been built over time by individual families using their own construction skills. This do-it-yourself character gives a certain relaxed and low-key feel to the place. Most cottages have a single storey and a small footprint compared to the size of the lots. The lack of fences or hedges gives it an open and communal character.

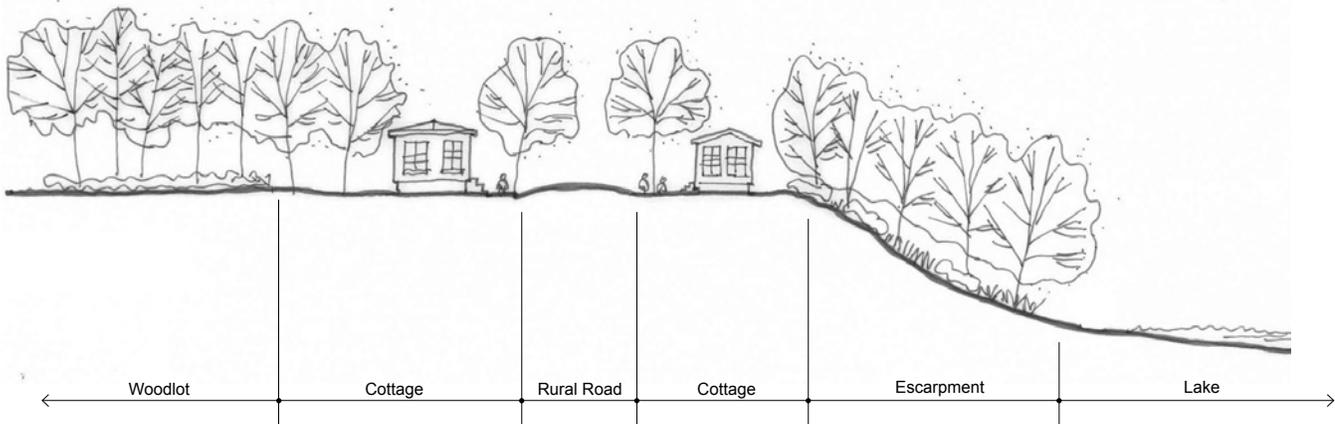


Avalon is a small cottage community set on a forested plateau, approximately 16 metres above Lake Erie.



Figure 6: Avalon Character Area

- Hazard Land
- Wooded Area
- Important View



Typical Cross-Section of Avalon

## 3.2 Port Ryerse

### General Character Description

Port Ryerse's sense of place comes from how the settlement pattern has responded over time to the topography, creek, and lake. The flatter part has regular streets that follow the contours and homes placed uniformly, while the steeper part has a more organic layout of homes taking advantage of proximity to Young's Creek. At lake level, a row of seasonal beach cottages enjoy open views of the lake, while more vulnerable to the elements. Front Road runs through the hamlet, making it accessible to residents, with older and more charming homes highly visible to visitors. It is currently designated a Hamlet Area in the Official Plan.

### Character Areas

#### 1. Street-related Homes

The upper and flatter area of Port Ryerse has a grouping of homes built in relationship to the street. This characteristic unifies a set of dwellings that are very diverse in size, quality of construction and architectural design. Some of the homes facing Front Road may have heritage value. The church building is the local landmark.

#### 2. River-related Homes

This character area includes homes set on the upper part of the slope with forested backyards sloping down to the creek, and a few homes that are built at the mouth of the creek within hazard land.

#### 3. Lakefront Homes

These homes are distinct for they are set at the top of the escarpment fronting the lake. The cluster to the west is a mix of year-round residences and seasonal cottages accessed by a private road. The cluster to the east is also accessed by a private road.

#### 4. Beach Cottages

At the bottom of the escarpment, to the west of the creek, there is a group of rustic summer cottages. These homes are built in hazard land, subject to lake flooding and erosion of the escarpment. Some of these lots include beach front, which limits public use.

#### 5. Tableland Homes

Two groups of permanent single-detached homes are built on larger lots on the tableland, with a direct relationship to Front Road and Port Ryerse Road. The larger size of these homes and their location just outside the wooded valley makes them a part of the rural landscape that surrounds the hamlet.



The historic church is a Port Ryerse local landmark.



One of the many larger, older homes in Port Ryerse.



The beach at Port Ryerse looking southwest.



Figure 7: Port Ryerse

Source: 2002 Aerial Photo



**Figure 8:** Port Ryerse Character Areas

- |   |                |                         |
|---|----------------|-------------------------|
|  | Hazard Land    | 1. Street-related Homes |
|  | Wooded Area    | 2. River-related Homes  |
|  | Important View | 3. Lakefront Homes      |
|   |                | 4. Beach Cottages       |
|   |                | 5. Tableland Homes      |

### 3.3 Fisher's Glen



Some of the larger houses facing Front Street are quite charming.

#### General Character Description

The most memorable features of Fisher's Glen are Front Road's tight elbow curve, the narrow lane running perpendicular to the lake and the red metal staircase that connects the lane to the beach. Set on the west-facing slope of a wooded valley, Fisher's Glen is a picturesque collection of small cottages placed in multiple levels. It is designated as a Resort Area in the Adopted Official Plan.

#### Character Areas

##### 1. Lane Cottages

These are small rustic cottages placed on a very steep slope, accessed from two narrow lanes that run perpendicular to the lake. The difference of level between the lanes and the front doors has led to the creative building of staircases and terraces. The whole ensemble of Do-It-Yourself cottages, small gardens, steep stairs and paths make this a unique place, dimensioned for people, not cars.

##### 2. Cottages on Front Road

This is a small cluster of cottages that face Front Road where it curves sharply, built on medium-sized lots that back on to the creek.

##### 3. Homes on Large Lots Facing Front Road

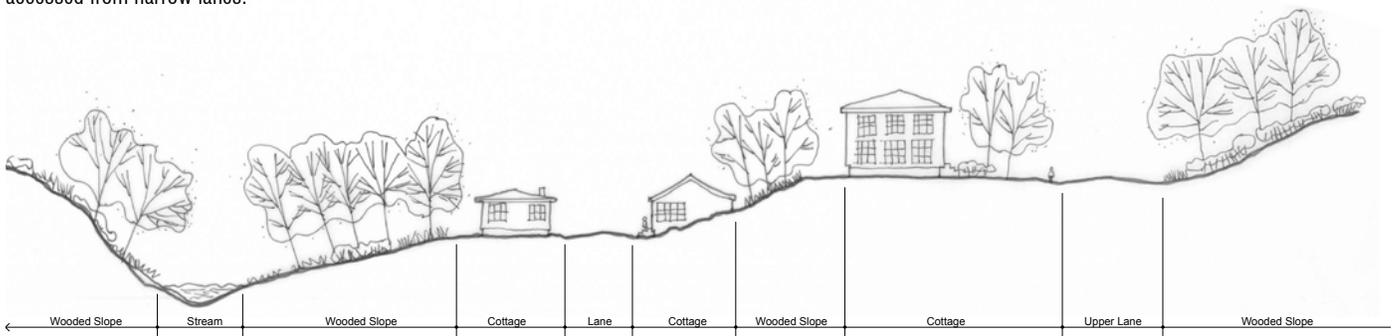
The distinguishing features of this grouping are the much larger lot size and permanent character of the homes.



The cottages built on beach front are subject to flooding and erosion.



Some cottages are placed on a very steep slope and accessed from narrow lanes.



Typical Cross-Section of Fisher's Glen



Figure 9: Fishers Glen

Source: 2002 Aerial Photo

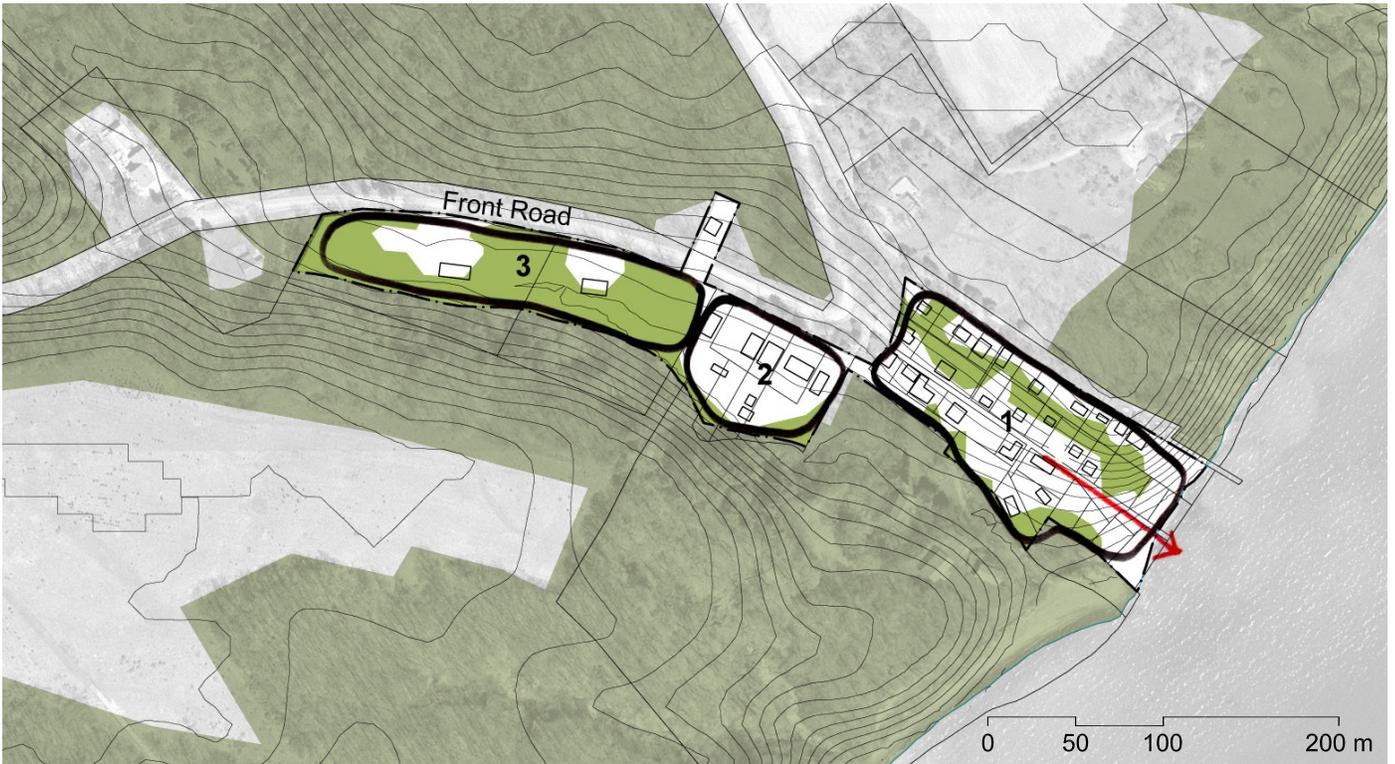


Figure 10: Fisher's Glen Character Areas

- 1. Lane Cottages
- 2. Cottages on Front Road
- 3. Homes on Large Lots

 Hazard Land

 Wooded Area

 Important View



The three ravines that cut through the lake-facing slopes contribute to Normandale's sense of place.



The Union Hotel has been restored to its original condition and now operates as a Bed and Breakfast.



Front Road as it travels north through Normandale.



The water's edge by the lakefront is privately owned and used for individual boat access.

## 3.4 Normandale

### General Character Description

Normandale is a historic hamlet with a few beautiful old homes such as the former Union Hotel and Van Norman home, among a mix of other permanent homes and seasonal cottages. It is set on the east slope of a wooded valley like other waterfront settlements, but is distinguished by three ravines that give access to the lake at multiple locations.

Front Road runs through the upper and flatter area of the hamlet and becomes Spooky Hollow Road at the main intersection where the hotel, former post office, and current convenience store are located.

Normandale is partially designated as a Hamlet Area in the Adopted Official Plan, and partially as a Resort Area within hazard land. Limited conversions of vacation homes to year-round homes are permitted in the Normandale Resort Area, subject to the criteria outlined in section 3.8.2 of the Adopted Official Plan.

### Character Areas

#### 1. Street-related Homes

These permanent homes face Front Road and Van Norman Street and have deep backyards that either go up the slope or down to the creek. This grouping includes the Union Hotel built in 1835 and the Van Norman Home, both designated heritage structures.

#### 2. Cluster of Mobile Homes

This cluster of mobile homes is an anomaly in the hamlet and is very different from the general architectural character of the place.

#### 3. Top of Bank Cottages

These summer cottages are placed organically on the lake-facing slope to maximize the views to the water. They are accessed from streets or narrow lanes, and are diverse in size and quality of construction.

#### 4. Lakefront Cottages

These cottages are tucked into topography at the lower part of the escarpment facing the lake. They are mostly well-kept cottages with individual dry docks.



Figure 11: Normandale

Source: 2002 Aerial Photo



Figure 12: Normandale Character Areas

1. Street-related Homes
2. Cluster of Mobile Homes
3. Top of Bank Cottages
4. Lakefront Cottages

 Hazard Land

 Wooded Area

 Important View



The escarpment separates two different types of uses in Booth's Harbour: year-round residential uses at the top, and marina and seasonal mobile home uses at the bottom.

### 3.5 Booth's Harbour

#### General Character Description

Booth's Harbour has two very different character areas defined by their relationship to the lake. The area on the tableland, designated as a Hamlet Area in the Adopted Official Plan, is serviced by regular streets and made up of mostly post-war homes. The area at the bottom of the escarpment, designated as Resort Area, is composed of four marinas and mobile home parks.

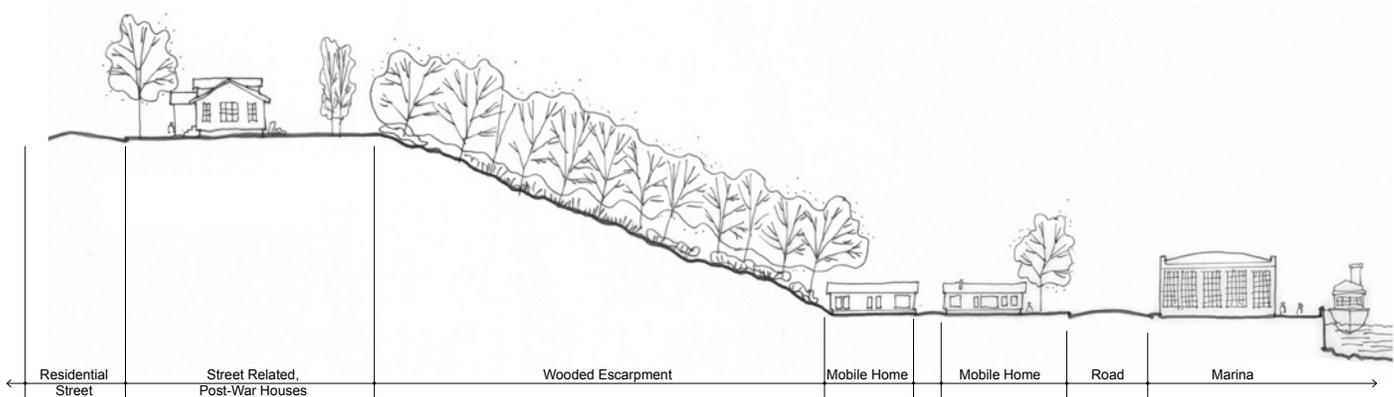
#### Character Areas

##### 1. Tableland Street-related Homes

On the plateau there is a typical post-war pattern of streets and lots, with mostly detached single-detached homes set back from the road. There is a smaller cluster of old cottages closer to Front Road.

##### 2. Marina and Mobile Home Areas

At lake level there are four privately-owned marinas for various types of boating, and an area for mobile homes on the eastern end. These mobile homes are well maintained due to stable long-term agreements between their users and the marina owners.

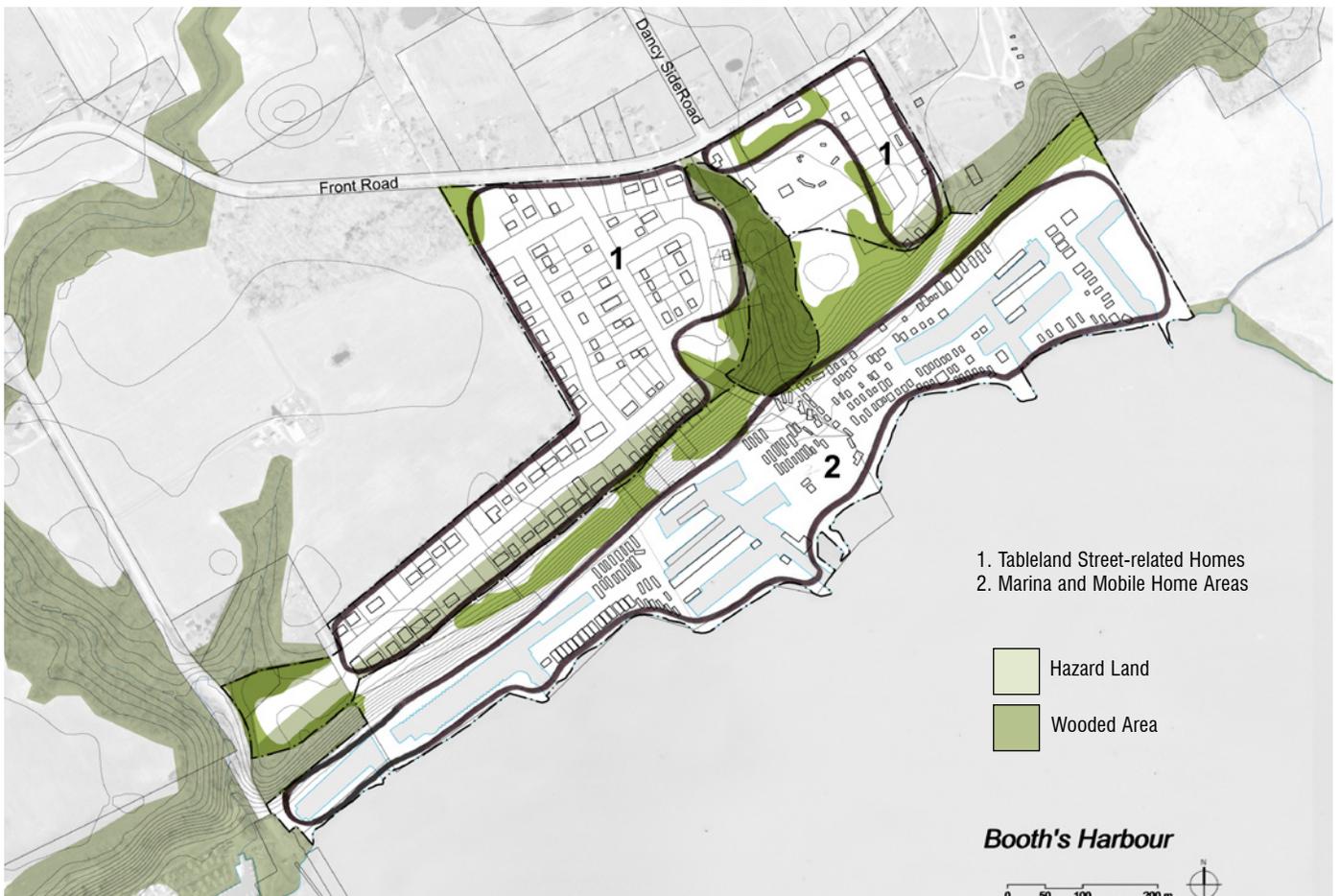


Typical Cross-Section of Booth's Harbour



**Figure 13:** Booth's Harbour

Source: 2002 Aerial Photo



**Figure 14:** Booth's Harbour Character Areas

## 3.6 Waterfront Settlement Design Guidelines



Examples of currently existing suitable building types for the waterfront settlements

### Municipal Guidelines

**Road Design:** Undertake a study to determine where sidewalks and bicycle routes can be incorporated on the main streets without compromising the treed and resort character of the communities. Prime contenders are Front Road and Port Ryerse Road in Port Ryerse; Front Road in Fisher's Glen; Front Road and Spooky Hollow Road in Normandale and Front Road in Booth's Harbour.

### Development Guidelines

**Lake Views:** Keep current views to the lake open and create new ones as opportunity arises.

**Lake access:** Maintain public access to beaches, the water's edge and a 20m shore easement or strip of land under public ownership.

**Bulk:** Replacement and infill buildings must be in scale with the average cottage/dwelling size.

**Building Footprint:** Replacement buildings should occupy the approximate foot print of the existing cottage/dwelling.

**Setbacks:** A minimum front and rear yard setback of 6 and 9 metres respectively should be maintained. A lesser or greater setback may be considered where the character of the neighbourhood would be altered by maintaining the 6 or 9 metre setback. Any variation in the required setback must consider on- and off-street parking requirements. A standard side yard setback of 3 and 1.2 metres should be maintained to ensure adequate maintenance access to rear yard areas.

**Height:** Building height should be measured from the finished grade of the ground at the front of the building to the peak of any roof type. For any roof type the maximum height should not exceed 7.5m.

**Lot Coverage:** Buildings should occupy no more of their lot than what is stated in the Zoning By-Law for the respective communities.

## 4. CROSSROAD HAMLETS

The three “crossroad” settlements—identified in the Phase 1-Community and Architectural Study: Background Information Review and Analysis as tableland hamlets—are similar to many secondary southern Ontario agricultural service centres. They are characterized by a single row of houses placed on each side of a road, with a backdrop of rural landscape

The houses are well set back from the road, which permits the sense of a continuous landscape between the front and side yards and the agricultural fields in the background.

There has been no commercial strip development along these roads yet, which has preserved the rural residential qualities of these hamlets.

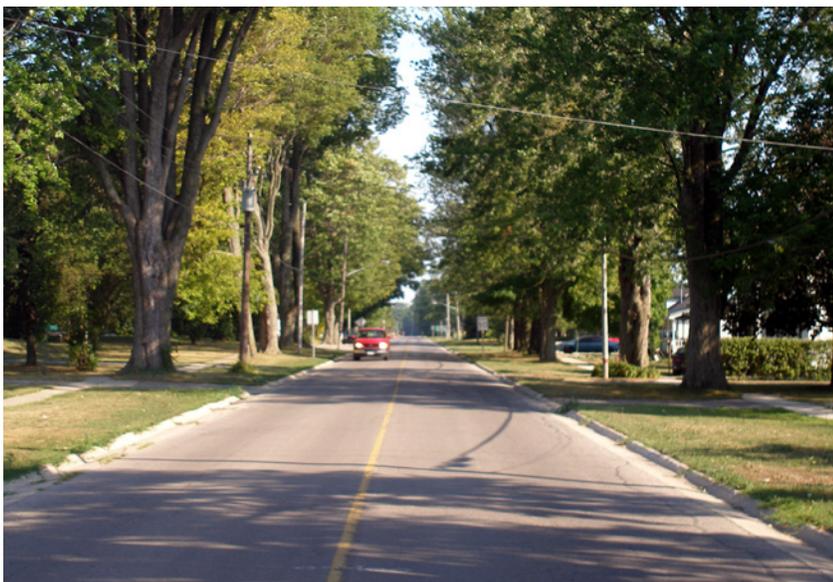
### 4.1 St. Williams

#### General Character Description

Located at Queen Street and Townline Street, St. Williams is the largest and oldest of the three tableland hamlets on the Lakeshore. It also has more urban features such as a small cluster of commercial and public service buildings at the intersection, a sports area with two baseball fields, homes placed closer together along the two streets, mature street trees and sidewalks. Townline Street, the main north-south road, leads to the lakeshore where several camping communities and boat ramps currently exist.



Older Gothic farmhouse on Townline Street.



Townline Street with grand street trees that frame the view.



View of Queen Street lined with old homes and mature trees.

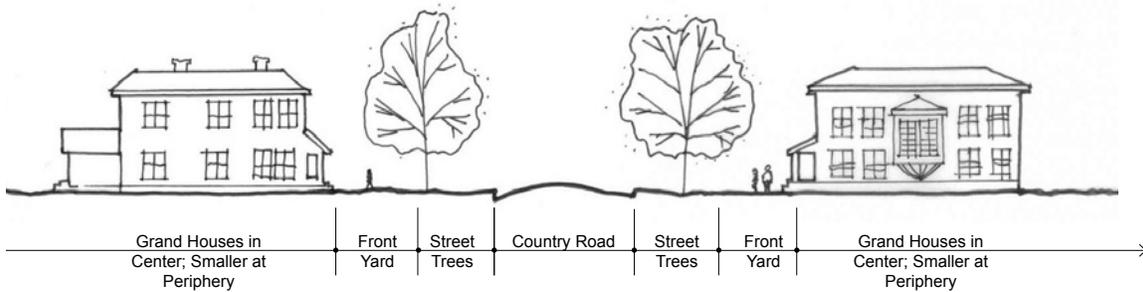
## Character Areas

### 1. Hamlet Core

The core of St. Williams has a community centre, a variety store, a former public school (which may become a community living centre), and a church.

### 2. Street-related Homes

The streets are lined with mature trees and 2-storey houses, many of them from the pre-war period with porches in the front. The lack of curbs adds to the streets' rural character.



Typical Cross-Section of St. Williams

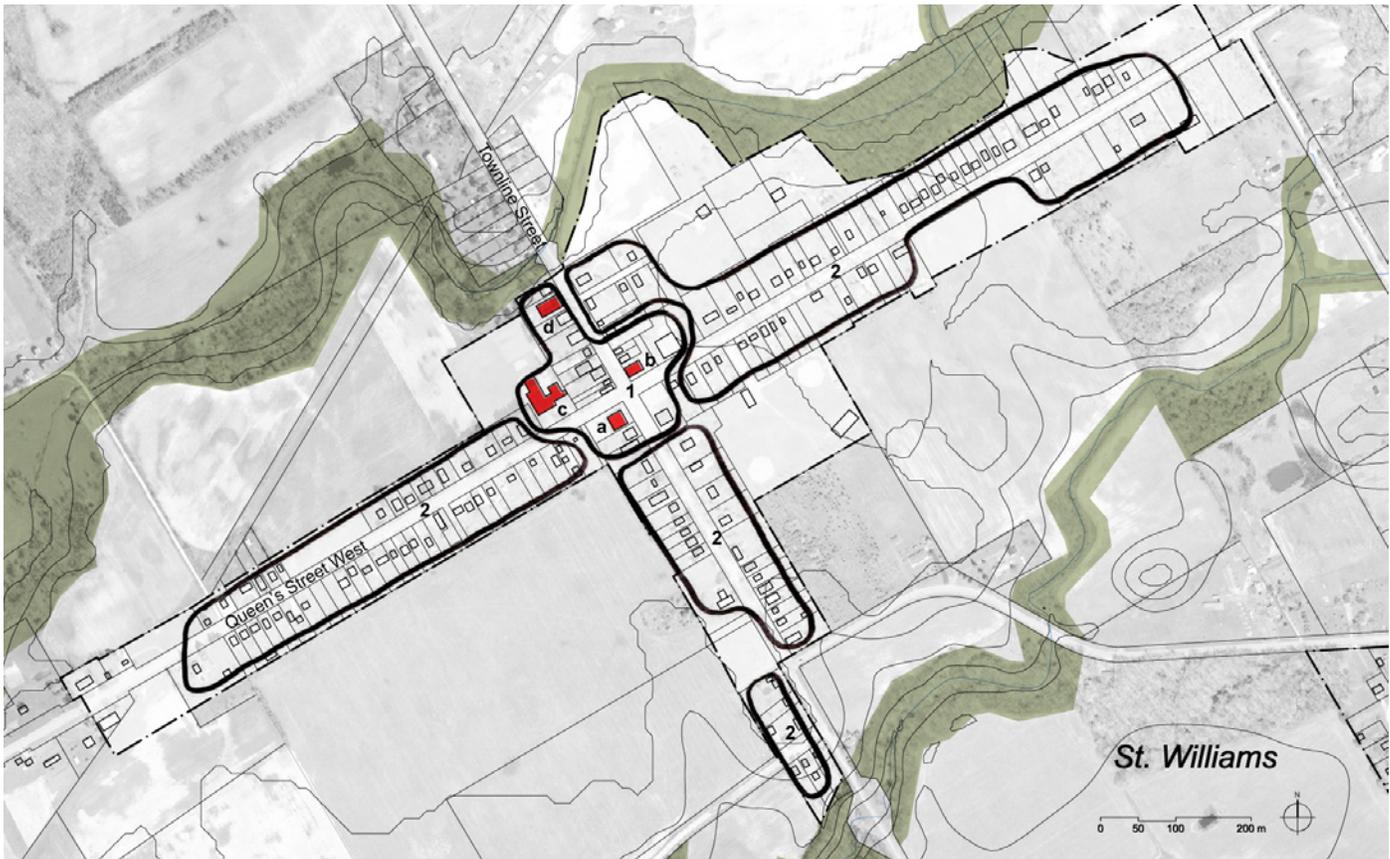
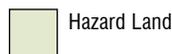


Figure 15: St. Williams Character Areas



Hazard Land

### 1. Hamlet Core

- a. Community Centre
- b. Variety Store
- c. Former Public School
- d. Church

### 2. Street-related Homes

## 4.2 Messiah's Corners

### Character Description

Messiah's Corners is a small hamlet on First Concession Road, west of West Quarterline Road. Its character is defined by street-related homes well set back from the road and a substantial church and hall at the main intersection. The front yards have manicured lawns and are punctuated by a diverse collection of trees. Development to the east is constrained by the valley of Big Creek.



View of First Concession Road lined with mostly post-war homes and generous front lawns

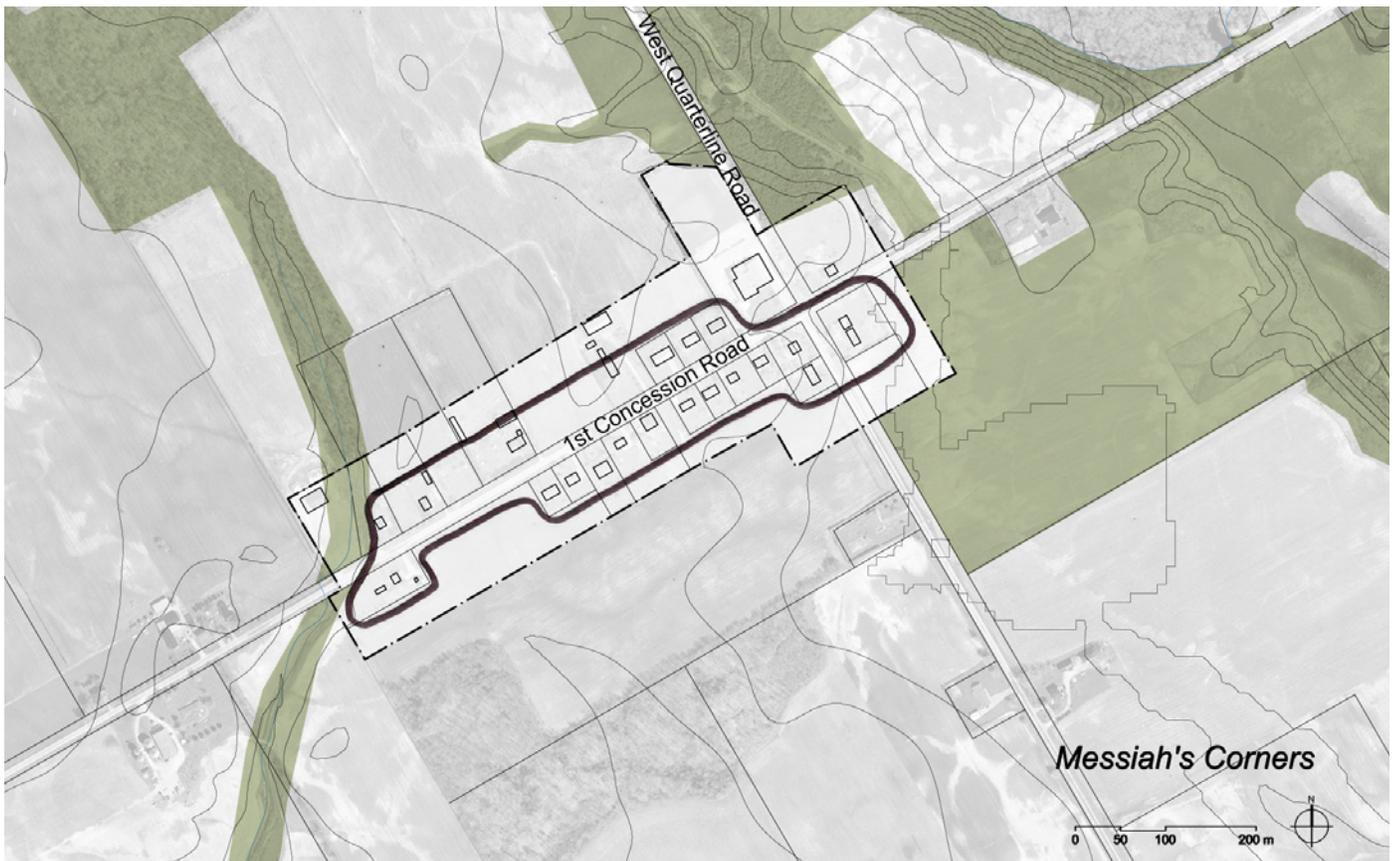


Figure 16: Messiah's Corners Character Area

## 4.3 Forestville

### Character Description

Forestville is located at Charlotteville Road 1 and Quarter Line Road. Its character is similar to Messiah's Corner and is defined by street-related homes well set back from the road. Corn fields and groves of trees separate the houses. Development to the east is constrained by a creek that runs south to Turkey Point's wetland area.



Roadside corn fields enhance the rural character of Forestville



Figure 17: Forestville Character Area



## 4.4 St. Williams Design Guidelines

Of the three Cross Roads settlements, only St. Williams has a relationship to the lakeshore edge. Thus, design guidelines for Messiah's Corner and Forestville are not included in this document.

### Municipal Guidelines

*Street Trees:* Maintain canopied street character over time by infilling new trees between trees nearing the end of their lives

*Sidewalks:* Should be constructed and/or maintained in the commercial/administrative main street cores.

### Residential Guidelines

*Form:* Houses should be of traditional form articulated with porches, bay windows, and pitched roofs

*Setbacks:* A minimum front and rear yard setback of 6 and 9 metres respectively should be maintained. A lesser or greater setback may be considered where the character of the neighbourhood would be altered by maintaining the 6 or 9 metre setback. Any variation in the required setback must consider on- and off-street parking requirements. A standard side yard setback of 3 and 1.2 metres should be maintained to ensure adequate maintenance access to rear yard areas.

*Height:* Building height should be measured from the finished grade of the ground at the front of the building to the peak of any roof type. For any roof type the maximum height should not exceed 11 metres. Roof pitch should be no less than 30 degrees.

*Lot Coverage:* Buildings should occupy no more of their lot than what is stated in the Zoning By-Law for the respective communities.

### Commercial/Institutional Guidelines

*Form:* Commercial buildings should face the street with entrances from the sidewalk.

*Signage:* Backlit, electric, and "neon-type" signs should not be permitted or should be limited to small amounts: not more than a single sign no greater than 10% of the building façade per property. Signs should be constructed of natural materials and have a craftsman-like appearance.

## **5. RESORT COMMUNITIES**

Turkey Point and Long Point are traditional summer cottage settlements, sharing characteristics with similar communities around the Great Lakes. They have common challenges and opportunities:

### **Development constrained by emergency access and Provincially Significant Wetlands**

Turkey Point has two access roads, one of which is very steep and unsafe to be used by emergency vehicles. Long Point has a single access road. Both communities have been built in hazard land and are surrounded by Provincially Significant Wetlands. These characteristics have supported the direction of the Adopted Official Plan to disallow the conversion of seasonal cottages to permanent dwellings, and to discourage the severance of lots. A background review document entitled "*Conversion of Seasonal to Permanent Residences*" by MMM Group (November 2003) further studied these issues.

### **Pedestrian and Cycling Safety**

The resort communities have grown without master plans and as a result the roadways, originally simple means of access for a smaller number of cottages, must now accommodate increasing numbers of cars, trucks, boat trailers, cycles and pedestrians, generally without sidewalks or pedestrian crossings. Yet because these roadways are part of the communities' desirable relaxed character, an attempt to resolve pedestrian safety issues through wholesale introduction of sidewalks is likely to be counter productive.

### **Larger Housing Forms**

Both communities have witnessed a trend towards new buildings that are greater in size than the traditional cottage form. Some of the former cottage properties have been replaced with more permanent looking 'second homes', many being two storeys in height. These larger and more finished structures are altering the community character from rustic resort towards that of a typical residential community.

## 5.1 Turkey Point

### General Character Description

Turkey Point is a long and narrow stretch of beach and land-filled wetland that is almost fully built-up with cottages. The surrounding land includes Provincially Significant Wetlands, a large collection of woodland parcels owned and managed by the Ministry of Natural Resources to the north and west of the community, woodland owned by hunting clubs, and several farms of various size. Turkey Point Provincial Park occupies the upland forest adjacent to the resort community and a major portion of the northern beach area. A large recreational marina with an area dedicated to mobile homes occupies the southern area.

The northern area is the oldest settlement, with small cottages set at the bottom of the slope accessed by Old Hill Road. Land-filling and further development continued southwards along Cedar Drive, the main north-south street. Commercial activity is concentrated on Cedar Drive, just east of the more recent access road, Turkey Point Road.

During the past 10 years, portions of the beach at the southern half of Turkey Point have become colonized by wetland plant species, resulting in designation of this area as a Provincially Significant Wetland by the Ministry of Natural Resources. This has reduced the available beachfront area for cottagers and visitors. Many cottage owners in the community would like to see this beach area restored and re-opened for public use.

### Character Areas

#### 1. Street-related Cottages

The pattern of streets and blocks is organized along Cedar Drive and Ordinance Avenue. Most cottages front the street and have landscaped



Boathouses that front canals are found at the southwestern part of the community.



Figure 18: Turkey Point Character Areas (2 pages)



Typical scale of older cottages in Turkey Point.



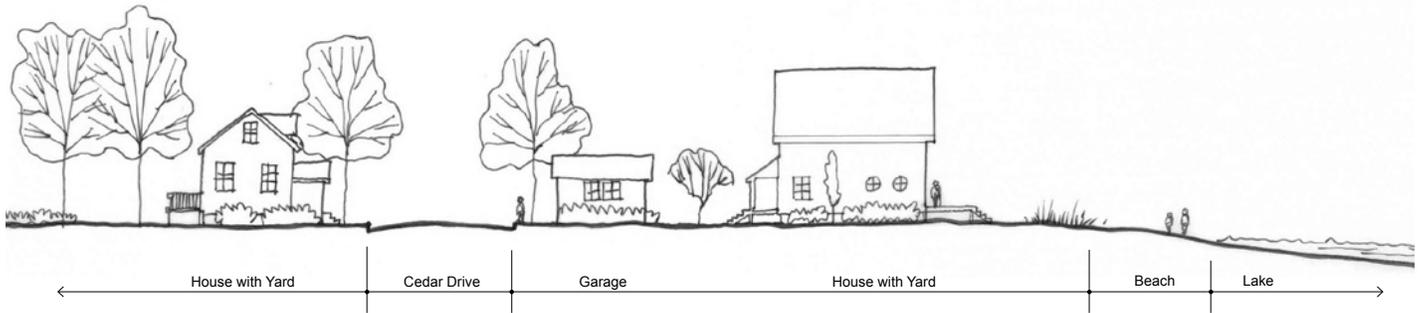
Rustic single-storey cottages are being incrementally replaced by large cottages that maximize the lot width and impact the landscape character of the resort communities.



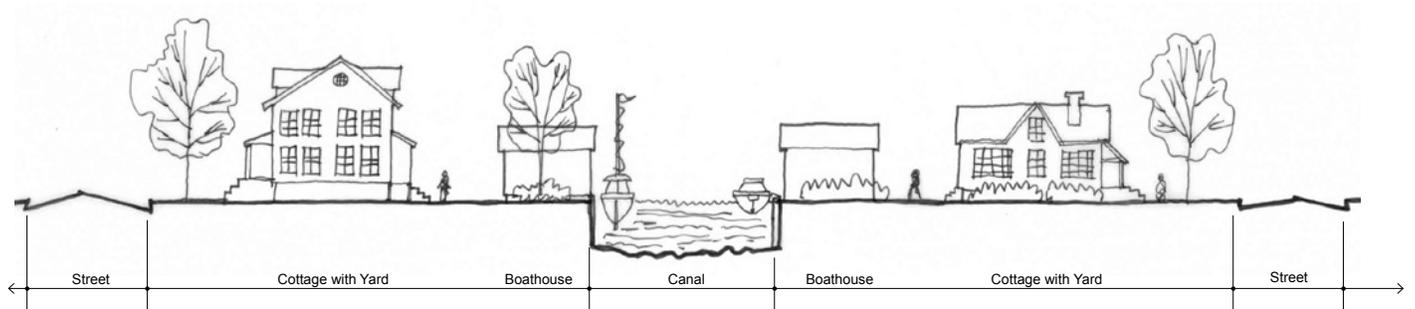
In the long and narrow lots lining Cedar Drive, the garages are set close to the street while the cottages face the beach.



Ease of maintenance and increased parking capacity motivates the paving of front yards.



Typical Cross-Section of the lots facing Cedar Drive, south of Turkey Point Road



Typical Cross-Section of the Canal Cottages



The cottages along Ordnance Avenue now face a new wetland that established itself naturally during the past 10 years as Lake Erie water levels receded. Several paths allow access to isolated beach nodes.

yards, with the exception of the long and narrow lots between Cedar Drive and the beach where the garages front the street and the cottages face the beach. The height of the cottages varies between 1 and 2 storeys.

The pedestrian walkway along Cedar Drive is intended to be extended along Ordnance Avenue to the area of the marina. Access to the southern part of the beach will therefore improve.

## 2. Canal Cottages

These cottages front on to the street and back on to a canal. Boat houses and backyards line the canal.

## 3. Marina and Mobile Homes Area

The privately-owned recreational marina has an area of well-established mobile homes. Many of them look like permanent cottages due to the quality of the additions. The owners of the marina would like to expand the mobile home area to the north, but its approval and implementation can only occur after water supply and waste water disposal studies prove it will not negatively impact the area.

## 4. Commercial Areas

The small and rather disorganized commercial core is located along Cedar Drive, just north of Turkey Point Road. Another small commercial area exists on the north side of Cedar Drive between Elm Street and Tyler Street. This area—not currently zoned commercial—includes the Bauer Shopping Centre, Beer Store and a few restaurants. Further to the south is a single restaurant at the end of Ordnance Avenue.



The long and sandy beach at Turkey Point is the one of the community's major attractions.



Human-made canals provide access to the lake and the wetland areas.



The second and third rows of cottages are covered by a mix of pines and other deciduous trees.



The cottages built on the dunes enjoy beautiful views of the beach but are also vulnerable to storms and the annual deposition of sand.

## 5.2 Long Point

### General Character Description

The resort community of Long Point developed along a narrow stretch of beach and Provincially Significant Wetland complex, part of which is within the Long Point Provincial Park. The community is organized along Erie Boulevard, the main east-west street. The oldest settlement is on the western end, between Amy and Fourth Avenue. A small commercial area exists along Erie Boulevard between Willow Avenue and Pike Lane.

In general, the lots are larger than those at Turkey Point. There is a distinct difference of character between the area facing the beach and the one facing the wetland. The beach side is dryer and windier, with pine trees and dune vegetation. The wetland side is greener, more protected, and treed by poplars and willows.

### Character Areas

#### 1. Beach Cottages

Built on the dunes, these cottages are accessed from the street and face the beach. In many cases, garages accessed from the street are cut into the back of the dune. They are exposed to the wind and on-going deposition of sand. They compose the most vulnerable grouping in Long Point. No further development is allowed along Hastings Drive which is the most exposed part of this character area.

#### 2. Street-related Cottages

The second and third rows of cottages are more protected from the wind than the Beach Cottages and front on to the streets.

### 3. Old Long Point

This cluster has much smaller lots and the cottages are closer together than in the other character areas in Long Point. The cottages share the boat storage area and the canal.

### 4. Canal Cottages

Similarly to Turkey Point, this grouping is distinct because of the alternating pattern of streets and canals, on flat land. The cottages front on to the street, while the backyards and boat houses relate to the canal.

### 5. Wetland Cottages

These more recent cottages follow a curvilinear layout of streets and constructed canals in response to the natural features. The lot sizes are similar to Street-related Cottages, but the cottages are generally larger.

### 6. Commercial Core

The small commercial core is located along Erie Boulevard between Willow Avenue and Pike Lane.



One of several lighthouses which emphasize the maritime character of Long Point and the Lakeshore Area.

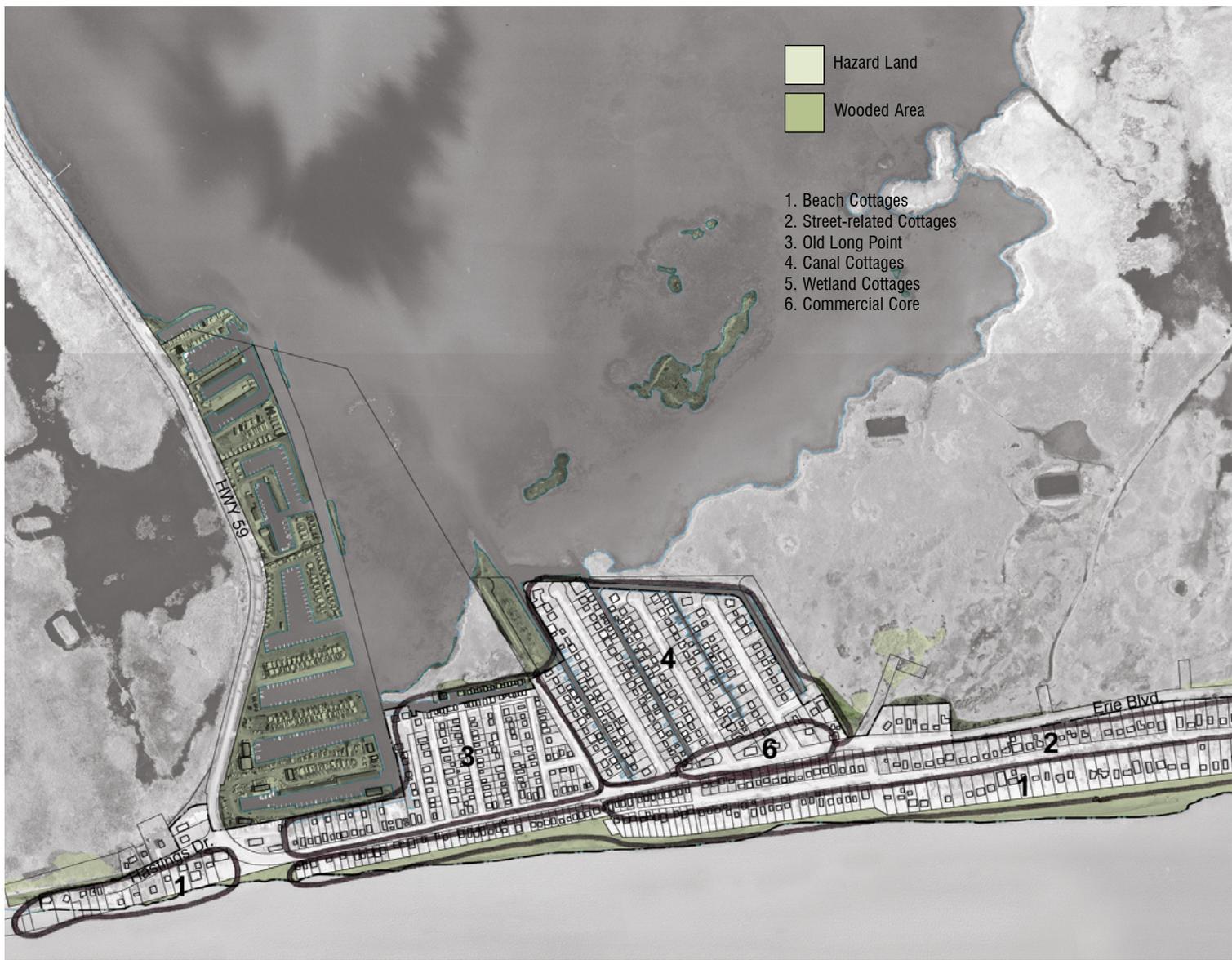
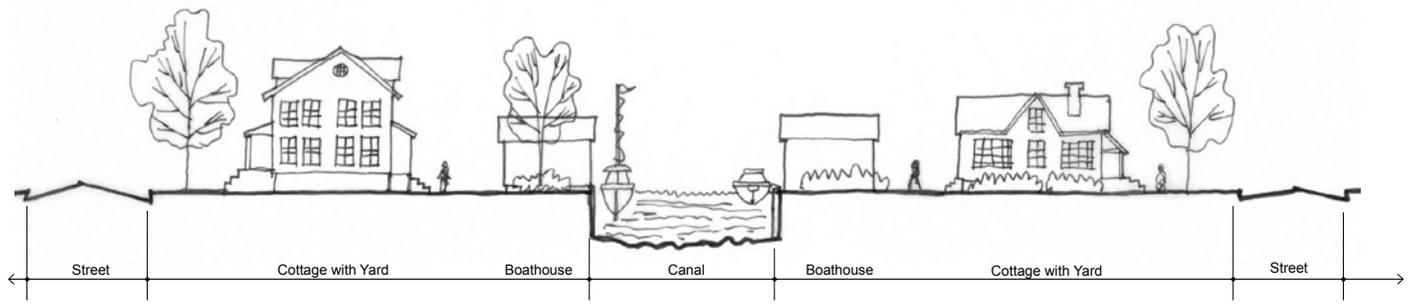
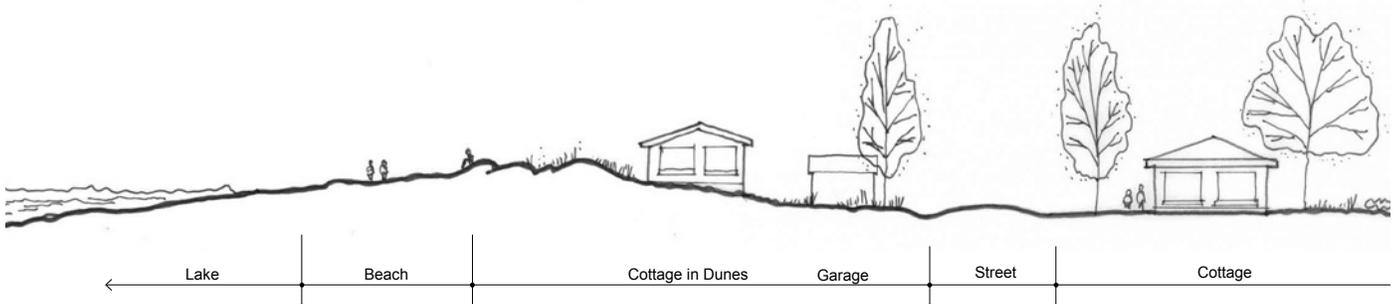


Figure 19: Long Point Character Areas (2 pages)



Typical Cross-Section of the canal cottages



Typical Cross-Section of the beach cottage setting

## 5.3 Resort Community Design Guidelines

### Increase in the size of cottages

In recent years, there has been a trend to increase the size of cottages, in both footprint and height, motivated by the desire to convert smaller seasonal cottages to larger ones or to permanent homes. While these conversions to year-round occupation are no longer allowed under the Adopted Official Plan, there will likely be continued pressure to build larger cottages.

Many lots, especially in Turkey Point, are too small to accommodate a larger cottage and a larger waste water disposal system. The consequent environmental impacts are well documented in the background document of Norfolk County's Adopted Official Plan Issue Specific Research on the Conversion of Seasonal to Permanent Residences in Resort Areas, November 2003.

If left without controls, the compounded increase in the massing of the cottages will reduce the amount of open space around each cottage, and juxtapose cottages of very different sizes and architectural characters. Without the landscape buffer, some cottages will look "dwarfed" beside much larger ones. The overall sense of openness of the landscape will be diminished, and there will be more severe overshadowing of neighbouring properties, as well as overlook and consequent privacy issues.

Many of the applications for cottage size increase are decided at Committee of Adjustment, which is not a process which can readily guide applicants towards more contextual designs. These guidelines will provide design direction for the review of development applications.

### Paving of front yards

In a few instances, renovated or newly rebuilt cottages have paved entire front yards. If this occurs more frequently in the future, it could substantially change the character of the resort communities. Without control, the picturesque and green setting of the cottages will be compromised.

### Municipal Guidelines

*Road Design:* Undertake a study to determine where sidewalks and bicycle routes can be incorporated without compromising the cottage resort character of the two communities. Prime contenders are Turkey Point Road, Old Hill Road, Cedar Drive, Highway 59 and Erie Boulevard.

## Residential Guidelines

**Bulk:** Replacement and infill buildings must be in scale with the average cottage size in Turkey Point and Long Point. Permanent residential buildings shall also respect the cottage form and character of these communities.

**Footprint:** Replacement buildings should occupy the approximate footprint of the existing cottage.

**Setbacks:** A minimum front and rear yard setback of 6 and 9 metres respectively should be maintained. A lesser or greater setback may be considered where the character of the neighbourhood would be altered by maintaining the 6 or 9 metre setback. Any variation in the required setback must consider on- and off-street parking requirements. A standard side yard setback of 3 and 1.2 metres should be maintained to ensure adequate maintenance access to rear yard areas.

**Height:** Building height should be measured from the finished grade of the ground at the front of the building. For any roof type the maximum height should not exceed 7.5 metres but may be increased up to 9 metres in circumstances where the development would not be out of character with surrounding development.

**Lot Coverage:** Guidelines that define how much a building may cover its lot are highly important. They protect for other uses to occur on the lot: storm water management, lot grading, amenity space on the subject lot as well as the larger resort development area, individual on-site private sewage disposal systems, and replacement area for private sewage systems. Thus, an appropriate lot coverage must be maintained.

A standard 15% lot coverage should be maintained in resort areas. In specific cases a higher 30% lot coverage may be considered appropriate, such as those properties that back on to a channel.

## Commercial Guidelines

**Form:** Commercial buildings should be modest in scale and of house form, roughly in scale with the cottages, with similar setback and height limits.

**Signage:** Backlit, electric, and "neon-type" signs should not be permitted or should be limited to small amounts: not more than a single sign no greater than 10% of the building façade per property. Signs should be constructed of natural materials and have a craftsman-like appearance.

## 6. ONTARIO'S SOUTH COAST SCENIC ROUTE



The shoreline of Lake Erie is perceived as a sliver of trees set on a plane of water and framed by a large canvas of sky.

### Character Description

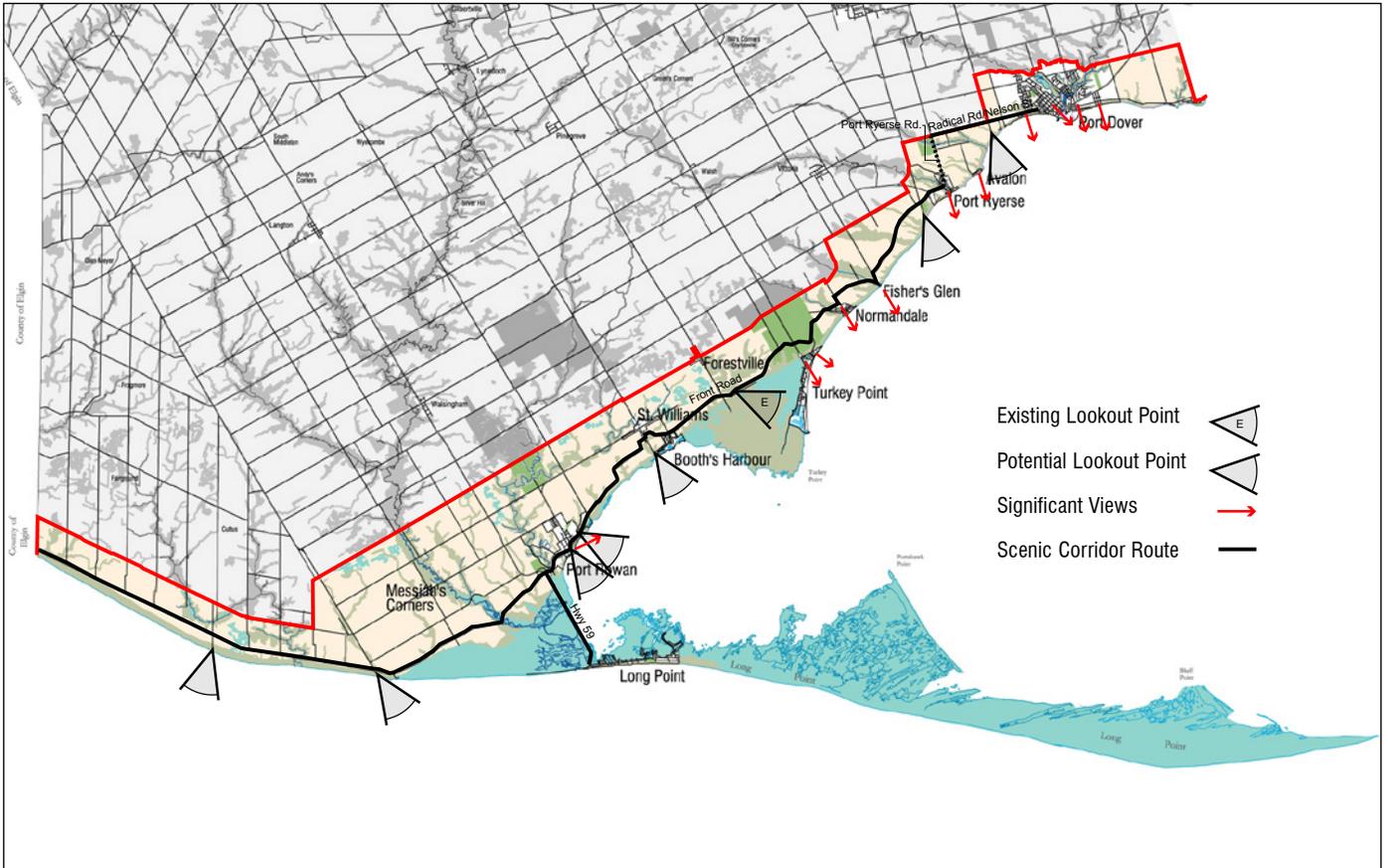
Front Road and its continuation as a waterfront drive along Lakeshore Road and branching down the Long Point Causeway, (Highway 59) is a unique and particularly valuable aesthetic resource of the County. It provides a slow-moving and picturesque experience along a sequence of diverse landscapes: open fields of crops, wooded valleys and marsh lands, as well as the intimate experience of going through a series of distinct hamlets such as Normandale and Port Ryerse. Because it is the entire moving experience that is so powerful, identifying a fixed number of views for protection would be limiting.

Continuous off road bicycle and foot trails along the Front Road scenic corridor would considerably enhance the asset. Both would allow cyclists and hikers to enjoy the Lakeshore's scenic qualities, as well as link the waterfront settlements by a slower paced route.

The goal of providing access to the water is closely linked to the need to protect views of the lake and its shoreline. There are different types of views that will require protection:

#### 1. Views from streets perpendicular to the shoreline

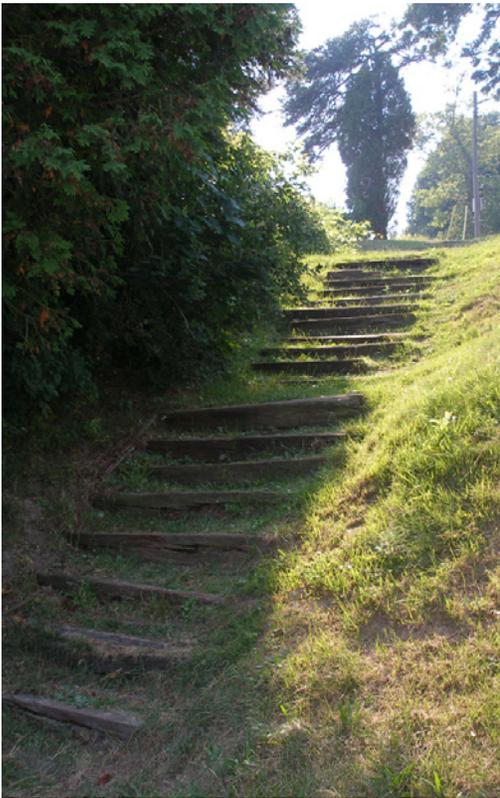
Residents, within these settlement areas, experience these views every day. They foster a sense of connection to the place and its setting. These views are identified in the character area diagram of each settlement.



**Figure 20:** Location of scenic corridor with significant views and lookout points.

## 2. Lookout points and secondary tourism nodes

Figure 20 identifies existing and potential lookout points. These views are grand panoramas that are important to the understanding of the overall configuration, character, and use of the landscape of Norfolk County's lakeshore. They are prime locations for rest stops along the scenic route and could be improved with picnic shelters, plaques, parking lay-bys and rest rooms. When combined with secondary tourism nodes, they should be rural in character, fit within the surrounding context, and reflect the natural heritage of the nodes' setting. Traditional building materials such as wood and stone are encouraged.



Rustic wooden staircase to the lakeshore at Normandale.

### 3. Views of the lakeshore at lake level

These views are too numerous to identify, but have many elements in common. The shoreline of Lake Erie is perceived as a sliver of trees set on a plane of water and framed by a large canvas of sky. Sometimes bluffs and fallen trees or sand dunes punctuate the view. The value of these views relies not only on the continuity of a densely vegetated escarpment, but also on the ability to see the impact of the natural processes of erosion and sand deposition that are an intrinsic part of the lakeshore. Preventing the clear cutting of vegetation on the escarpment, and prohibiting wind turbines too close to the shoreline, will help protect the lakeshore views at lake level.

## Scenic Corridor Design Guidelines

### Municipal Guidelines

**Road design:** Classify Front Road as a Scenic Drive, and seek ways to provide a continuous route without the discontinuities such as north of Fisher's Glen, south of St. Williams and between Port Ryerse and Port Dover.

**Trails:** Develop a combined on and off-road pedestrian and/or cycle Trail Master Plan in the Front Road Corridor which weaves in and out of the right-of-way. Seek easements through private property. Connect with existing trail networks throughout Norfolk and the Trans Canada Trail where possible.

**Rest stops:** Picnic shelters, tables, and ancillary buildings such as rest rooms should be of simple but elegant design, using natural materials such as wood and stone. Signs should also be of natural materials and of craftsman-like character.

### Development Guidelines

**Trails:** Prohibit building development on future trail routes

**Street to Water Views:** Keep current view corridors to the lake open.

**Lookout Views:** Prohibit construction which obstructs views to the lake along the scenic corridor

**Lake to Shore Views:** Maintain tree cover along the lake banks and escarpments, sufficient to obscure any new built form from the water.

## 7. GATEWAYS

Several opportunities exist to announce—in a more formal manner—entry to the Lakeshore area. Signs at settlement boundaries currently posted throughout Norfolk County are one example of a gateway element. In rural areas, gateways could simply be a fence line, a windrow of trees or a historic structure that signify the passing of a threshold. In the larger settlements of Port Dover and Port Rowan, the transition from rural agricultural land to primarily residential land uses acts as the informal gateway to these areas. The approach to Port Rowan from Lakeshore Road and Highway 59 offers a particularly strong opportunity to cluster commercial and service providing structures, and relate the buildings appropriately to the surrounding open landscape. At a larger scale, each concession that crosses the Lakeshore area boundary could accommodate a major gateway, related in character to the settlement gateways.

In any case, built form and landscape at the entry boundary to the Lakeshore area and for each settlement should be considered for their gateway potential. Figure 21 illustrates the location for gateway opportunities.

### Gateway Design Guidelines

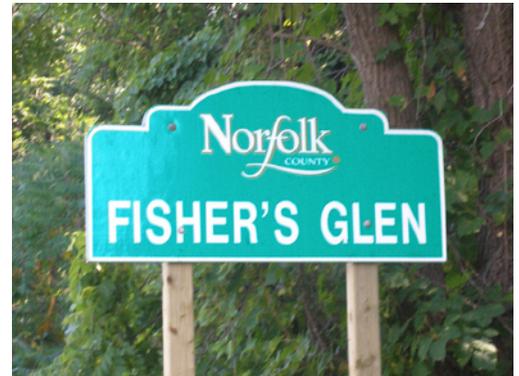
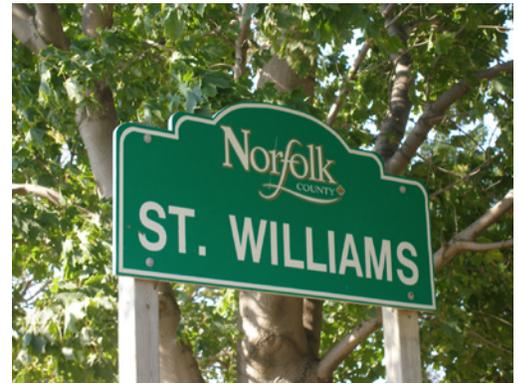
**Signage:** Gateway signs should build upon the character and form of the current sign system throughout the County. Signs may follow a consistent theme or be of unique character for each settlement. An additional level of information should include reference to the Lakeshore Area. Materials should be constructed of natural materials and have a craftsman-like appearance.

**Form:** If part of the gateway, buildings should be of a form and character similar to that of the traditional residential and commercial properties in the communities. Residential buildings should be articulated with porches, bay windows, and pitched roofs. Commercial buildings, if not of Main Street character (small scale, narrow frontages, set close to and addressing the street, etc.) should reflect and build on the character of the settlement.

**Setbacks:** Front and rear setbacks should be roughly in line with the average setbacks of neighbouring buildings.

**Paving:** Pavement is to be on the sides or rear of building. Discourage large parking areas in the front or roadside of buildings.

**Materials:** Painted clapboard, brick, shingles and painted wood trim are preferred materials.



The existing entry signs throughout the County is a good example of a simple yet elegant system that can influence and guide further gateway development.



Ontario's South Coast and Beyond is an independent, non-profit, industry-led organization of tourist operators and related service providers. Inaugurated in 1996, its board of directors represents a broad range of sectors and area communities across six Lake Erie jurisdictions, including Norfolk County.

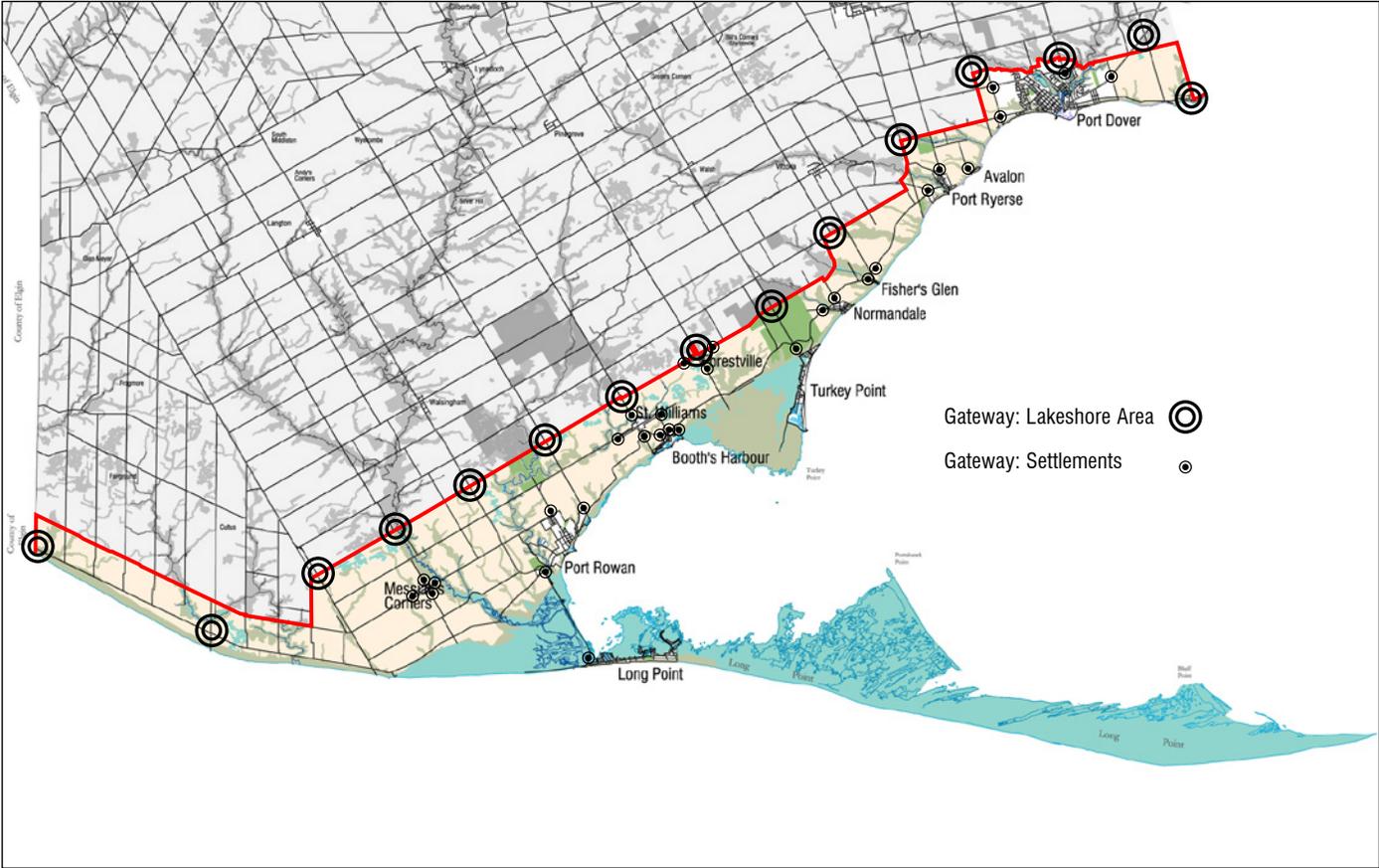


Figure 21: Gateway Locations

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