

The Port Dover Secondary Plan

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1.0 INTRODUCTION

1.1 Purpose

- a) The purpose of this Secondary Plan (this Plan) is to provide a detailed land use plan and policy framework to guide future growth and development within the Secondary Plan Area. The planning horizon is to the year 2036 to match the time horizons in the current Norfolk County Official Plan.

This Plan is also intended to provide a long-term planning framework to manage growth and development well beyond 2031, and is cognizant of the planning policy framework of the Provincial Policy Statement (2020), as well as the ongoing legislative changes of the Province that affect land use planning throughout Ontario.

- b) Port Dover is the second largest Urban Area in the County. The County will support and promote the continued development of Port Dover as a significant urban waterfront community and tourism node in the County. The County will support and promote Port Dover as a sustainable waterfront urban community focused on port and lake-based activities, and containing an efficient pattern of development. In the future, Port Dover will continue to grow and to evolve into a complete community that is well-balanced and attractive.

1.2 Administration

- a) All development in Port Dover shall conform to the vision, guiding principles, and policies of this Plan, along with:
- i) **Schedule A:** Community Structure;
 - ii) **Schedule B:** Land Use Plan; and,
 - iii) **Schedule C:** Roads Plan; and,
 - iv) **Schedule D:** Active Transportation Plan.
- b) In addition, Design Guidelines are attached as **Appendix I**, the Cultural Heritage Resources Map is attached as **Appendix II**, and Urban Forestre Guidelines are attached as **Appendix III**. The attached Appendices do not form a statutory part of this Plan.
- i) The Design Guidelines are meant to guide the preparation of detailed development plans in accordance with the vision, principles and policies for Port Dover. It is the intent of this Plan that all new development be consistent with the Design Guidelines; and,

- ii) The Cultural Heritage Resources Map identifies the properties that have been listed or designated as significant cultural heritage resources within Port Dover. Those resources are subject to the policies of Section 5.7 of the Norfolk County Official Plan; and,
- iii) The Preferred Vegetation List identifies an inventory of appropriate plant and trees to be utilized in various contexts throughout Port Dover.
- c) This Plan includes sidebar notes, graphics and photographs that are provided to provide additional explanation to a number of key policies of this Plan. Sidebar notes and graphics are not a statutory element of this Plan
- d) This Plan is to be read in its entirety, and all relevant policies are to be applied to all applications for development. This Plan is also to be read in conjunction with all the relevant policies of the Norfolk County Official Plan, which are to be conformed with when considering any application for development, or making any land use planning decision. Where there is a conflict between the policies of the Norfolk County Official Plan and this Plan, the policies of this Plan shall apply.
- e) In addition, all development shall be consistent with the relevant policies of the Provincial Policy Statement (2020). Where this Plan makes reference to an Act of the Legislature or an Ontario Regulation, such reference shall include its successor upon amendment or replacement.

2.0 VISION AND PRINCIPLES

2.1 Vision Statement

Port Dover is a healthy, sustainable and complete community growing and prospering within the context of its 18 km of water's edge along the rivers and lakes and recognizing and celebrating the history and heritage of the community.

New development will contribute to establishing beautiful neighbourhoods, a network of green spaces, protecting natural areas, a connected trail system, safe streets and providing a variety of shops and services.

The Downtown and Urban Waterfront Areas will remain the heart and soul of Port Dover, with new development contributing to the creation of successful business districts and neighbourhoods.

2.2 Guiding Principles

- a) The Secondary Plan includes Guiding Principles' that alongside the Vision Statement to give direction on how the physical aspects of the community will be developed.

Principle 1: Downtown Port Dover will thrive as a destination for residents and visitors alike to access shopping, restaurants, culture and entertainment while new development will be compatible in character by enhancing streets and public spaces.

Principle 2: Port Dover's Urban Waterfront will continue to be a pedestrian focused destination that provides the greatest mix of uses, including residential uses to this vibrant district. Development will be compatible in character, front and feature the waterfront and maximize public access to the water's edge – along the Lake Erie Shoreline, as well as adjacent to the Lynn River and Black Creek.

Principle 3: Ensure Future Neighbourhoods are well connected, offer a range and mix of housing types (including affordable and rental housing), a mix of appropriately scaled retail and service commercial uses and community facilities, with green space connecting to the broader network.

Principle 4: Retail, service commercial and community facilities are important components of a complete community that will help to ensure Port Dover is a community for residents to live, work, shop and play.

Principle 5: Protect the health and connectivity of a network of public spaces, natural heritage features and their associated ecological functions.

Principle 6: Provide a well-connected, multi-modal transportation network that gives priority to creating safe streets for pedestrians and cyclists while providing a balanced supply of parking. The concepts of complete streets and active transportation will be incorporated in all transportation planning decisions.

Principle 7: Plan development in a logical, efficient and cost effective manner that is coordinated with planning for transportation and municipal infrastructure facilities.

3.0 BUILDING A SUCCESSFUL COMMUNITY

3.1 Objectives for a Successful Community

- a) A successful community incorporates a range of elements that work in combination to ensure a well-functioning, beautiful and desirable place to live, to work and to play. A successful community is:
 - i) ***A Complete Community*** - A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, including affordable housing, public services and community infrastructure including educational and recreational facilities. A complete community has a robust open space system. Convenient access to options for Active Transportation are crucial elements of a complete community. Objectives are:
 - » To accommodate a range and mix of housing types to allow for multiple choices and enhanced opportunities for residents to remain in the community for their entire lifecycle.
 - » To create a community that is walkable, with connected public gathering places, where opportunities for social interaction are increased and where commercial and community services can be provided within easy walking and cycling distances and that meet the needs of people of all ages, backgrounds, and capabilities throughout the various stages of their lives; and,
 - » To ensure easy access for all residents to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services and amenities.

- b) ***A Viable Community*** - A viable community has a strong economy that is market responsive, efficient and cost effective. Objectives are:
- i) To attract long-term economic development opportunities by protecting for, and establishing opportunities for businesses and commercial activities;
 - ii) To ensure that development is cost-effective and appropriate for the market place, including the flexibility to respond to, and ensure positive changes in the market place over time;
 - iii) To optimize the use of existing infrastructure investments and to promote the coordinated, efficient and cost-effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms; and,
 - iv) To ensure that all development is sustainable and financially viable over its life cycle.

- c) ***A Beautiful and High Quality Community*** - A high quality and ultimately a beautiful community includes well designed buildings and streetscapes. A beautiful community protects its waterfronts and river banks, natural heritage features and views and includes an accessible and well-designed system of public parks and open spaces that celebrate the community, and provide opportunities for enjoyment by the entire population. A high quality community shall engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are:

- i) To develop a welcoming community that encourages and supports active living, social engagement, civic pride and the creation of a sense of place and wellbeing. Fundamental to achieving this objective is the celebration of the views over the water and public access to the Lake Erie and Silver Lake shorelines and the river banks of the Lynn River and Black Creek;
- ii) To include gateways that clearly identify where you are, and when you have entered. Gateways help recognize entry points into the community. Gateways can include buildings, structural elements and/or landscape features;
- iii) To build beautiful streets and streetscapes. Streets need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining the street edge, animating the street and creating the image and character of the community. Together the streets and the adjacent building facades create a streetscape;

- iv) To ensure that parks and open spaces, as well as Port Dover's riverfronts and the Lake Erie waterfront, are beautiful, accessible and linked; and,
 - v) To require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings shall be compatible with one another, but there must be a diversity of scale and a diversity of style as it may be defined through building materials, colour and architectural details.
- d) ***A Healthy Community*** - A healthy community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental wellbeing are the necessary components of public health, including access to healthy food, clean air and water, and opportunities for physical activity. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human-powered transportation - walking, cycling, using a wheelchair, scooters, inline skating or skateboarding. Objectives are:
- i) To plan for an active transportation system that is highly integrated and connected within the community, and to transportation systems that serve the broader region;
 - ii) To design the community around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities within walking distance to promote walking and cycling that encourages daily physical activity;
 - iii) To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian comfort, and enjoyable and safe environments through which to travel; and,
 - iv) To plan for "age-in-place" facilities within the community that anticipate changing housing needs for an aging population.

e) **A Sustainable Community** - Sustainability is commonly referred to as activities that meet present needs without compromising the ability of future generations to meet their own needs. A sustainable community is environmentally and socially healthy and resilient. It meets the challenges of climate change, and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of the others. A sustainable community manages its human, natural and financial resources equitably and takes a long-term view - one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water, carbon and waste. Objectives are:

- i) To protect and enhance local and regional ecosystems and biological diversity;
- ii) To promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water and waste systems;
- iii) To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources;
- iv) To require a transportation system that reduces the reliance on the automobile as the primary mode of transportation and promotes active transportation.

f) **A Resilient Community** - A resilient community can effectively respond to emergencies because it has a plan in place, responsibilities assigned and facilities available. Natural or human made disasters are considered and the necessities of life are provided, particularly for those who are most at risk. Access to power, food, water and health care is ensured, while emergency services are equipped to operate and provide assistance in all conditions. Objectives are:

- i) To ensure access to power, food, water and health care services during and immediately following a disaster event; and,
- ii) To establish health care and emergency services within the community, and to ensure that they are adequately equipped to operate and provide assistance in all conditions.

3.2 Policies for a Successful Community

Promoting the Economy

- a) Ongoing and enhanced economic development is a fundamental prerequisite to Port Dover's future success and sustainability. The attraction of real estate investment and tourism are key elements of the vision for the Port Dover community.
- b) The County will plan for a strong and healthy economy and anticipate changing economic trends. To help attract and retain a diverse and skilled labour force, the County will support a strong and healthy economy by:
 - i) Promoting ongoing opportunities for the expansion and diversification of Port Dover's retail and service commercial sector;
 - ii) Constructing, upgrading and maintaining high quality municipal infrastructure systems and community facilities;
 - iii) Facilitating efficient and convenient transportation options for the movement of people and goods; and,
 - iv) Supporting options for live/work units and planning for an appropriate range of Home-based businesses.
- c) The County will promote tourism as an integral part of economic development. The County acknowledges that tourism will continue to bring economic benefits to Port Dover. Tourism is supported by having a healthy, livable and diverse community, which includes access to the Lake Erie and Silver Lake shorelines, the banks of the Lynn and Black rivers, parks and other outdoor leisure and recreational opportunities, which are connected by an integrated active transportation system. To further develop water-based tourism, opportunities shall be identified to:
 - i) Improve public access to the Lake Erie shoreline;
 - ii) Improve existing marina facilities; and,
 - iii) Encourage year-round access, parking, accommodation facilities and related commercial uses to support water-based tourism activities.

Ensuring an Adequate Housing Supply/Affordable Housing

- d) Providing a range of housing types includes not only various forms, sizes and tenures, but also includes affordable and special needs housing. Residents of all ages, income levels and abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities.

e) The County shall ensure a diversity of housing options are available to residents of all ages, abilities and incomes. The County will work with the private sector and other stakeholders to provide a full range of housing types to meet the projected demographic and market requirements of the current and future residents of Port Dover. The County may become directly involved in the supply of housing through land acquisitions and development partnerships.

f) The County will develop an affordable housing implementation framework to help achieve the affordable housing target of a minimum of 25% of new housing units in Port Dover. The County shall promote the supply of new affordable housing in a variety of locations, dwelling types and tenures. Policies for the provision of affordable housing in Port Dover are as follows:

- i) Affordable housing must include a mix and range of building types, lots sizes, unit types/sizes, and tenures to provide opportunity for all household types, including larger families and residents with special needs;
- ii) Identifying optimal sites, including publicly-owned lands for affordable housing, early in the development process to maximize affordable/accessible housing funding opportunities in consultation with the building industry, non-profit agencies and other stakeholders. This includes:
 - » Working with the development industry to achieve affordable/accessible housing targets;
 - » Encouraging the development of intrinsically affordable housing, which includes modest amenities, standard materials, minimal details and flexibility within units; and,
 - » Support for the development of additional residential units as a key component of intensification throughout Port Dover's existing neighbourhoods.

g) Further, the County will consider innovative financial arrangements, tools, policies and partnerships to encourage the private sector and other stakeholders in the development and maintenance of non-profit and affordable/accessible housing, such as:

- i) Pre-zoning identified sites;
- ii) The allocation of sewage treatment and water supply capacity;
- iii) Community Improvement Plans;

- iv) Grants, or other financial incentives, funded through the Community Benefits Charge By-law; and,
- v) Reduced municipal fees and charges.

Conserving Cultural Heritage Resources

h) Cultural Heritage Resources include archaeological resources, built heritage resources and cultural heritage landscapes. The combination of human-made buildings and structures as well as the natural landscape create an area that is valued by the community. The listed and designated cultural heritage resources within Port Dover are identified in **Appendix II: Cultural Heritage Resources**. The County's policies for the conservation of cultural heritage resources are included in Section 5.7 of the Norfolk County Official Plan, in addition to the following:

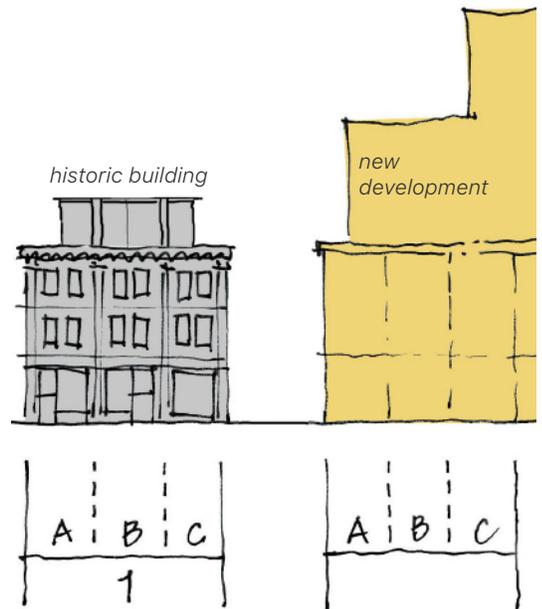
- i) The design of new buildings and the redevelopment or adaptive re-use of existing buildings shall enhance the quality of the pedestrian environment by including transparent frontages, the articulation of facades and the use of quality materials at the street level;
- ii) New buildings shall relate to the traditional building stock, either through a traditional style that reflects the character of the area, or a more contemporary style that sets them apart from and highlights heritage buildings through a defined contrast and juxtaposition. Designs shall provide a clear distinction between 'new' and 'old'; and,
- iii) Façade designs shall reference the articulation of neighbouring historic buildings, with respect to vertical and horizontal elements, including the rhythm and proportion of its main architectural elements.

Facade Restoration

i) The restoration of historic building facades is intended to celebrate local history and respect historic character, provide visual harmony within the downtown areas, and create a lively, vibrant and friendly atmosphere for residents and visitors. Design guidelines for facade design (colours, materials), architectural detailing, shopfront signage, shopfront awnings and canopies and shopfront lighting also apply to facade restoration and are identified in **Appendix I**, in addition to the following:



New designs shall relate to the traditional building stock



Facade designs shall reference the articulation of neighbouring historic buildings

- i) Existing facades should be repaired, restored and maintained to reveal their original heritage character and features. Original stonework and brickwork should be preserved wherever possible.
- ii) Historic material should not be covered over with modern materials.
- iii) Uncover and refurbish historic materials that have been covered over due to a previous renovation. Restoration may include the sensitive replacement of original building features to match the original features as accurately as possible.

Waterfront Acquisition

- j) Much of the Lake Erie and Silver Lake Shorelines, as well as the banks of the Lynn River and Black Creek within Port Dover is privately owned and has been developed for many years. Where development is proposed, the provision of public access to the river's edge or to the shorelines of Lake Erie and Silver Lake shall be pursued through required parkland dedications, gifts, bequests, purchases from funds allocated through the cash-in-lieu of parkland provisions or other appropriate sources, land exchanges and/or negotiated through the development approval processes. The County shall pursue the acquisition of waterfront property and public access to the waterfront in appropriate locations throughout Port Dover, particularly to ensure preservation of the beach within the Port Dover Urban Waterfront Designation.

Promoting Sustainability and Climate Change Mitigation

- k) The County will use its array of planning tools to help guide development and redevelopment to be more sustainable. The County may consider the use of the Community Benefits By-law, Community Improvement Plans and associated incentive programs to assist with the implementation of sustainable development design standards, including the initiatives for Green Infrastructure and Building, identified in **Appendix I**:
 - i) The County shall work to improve County-wide transit services, carpooling and other traffic demand management measures to reduce greenhouse gas emissions from transportation. The County may prepare Air Quality and Climate Change Reports to monitor its progress towards reducing emissions of air pollutants and greenhouse gases, and to increase awareness of air quality and climate change.

Protecting and Enhancing the Natural Heritage System

- l) The County shall protect and enhance the natural heritage system within Port Dover. The relevant policies of Section 3.0 Sustainable Natural Heritage of the Norfolk County Official Plan shall be applied when considering all development within Port Dover, as well as the following policies:
 - i) Significant natural heritage features and their associated ecological functions shall be protected;
 - ii) Natural heritage features should, where appropriate and possible, be visually accessible from the abutting roads; and,
 - iii) Where appropriate the natural heritage system should be expanded to link with the parks and open space network. Indigenous and ecologically complementary planting programs should be implemented, where appropriate.

Enhancing the Urban Forest

- m) The urban forest includes all trees within Port Dover, including street trees, trees in parks and public places, significant woodlands, other identified natural areas, and on private property. Increasing the urban forest and ensuring it is diverse and healthy is an important part of the larger strategy for addressing climate change, and human and ecological health. The following policies apply to enhancing the urban forest in Port Dover:
 - i) Develop a landscaping strategy that enhances / contributes to the broader environment - ecological function, stormwater management functions, the urban forest, and bio-diversity;
 - ii) Ensure a comprehensive strategy for planting, built features, fencing, walls, paving, lighting signage and site furnishings;
 - iii) Provide planting strategies based upon year-round interest, hardiness, drought, salt and disease tolerance, and bio-diversity;
 - iv) Enhance the urban forest with the use of a diversity of canopy trees; ensure they are hardy, tolerant and high-branching;
 - v) Ensure appropriate planting conditions (i.e. soil depth, volume and growing mediums), for successful landscapes; and,
 - vi) Preserve and protect existing healthy and mature trees and incorporate them into site designs.

- n) In addition, **Appendix III: Urban Forestry Guidelines** shall be referenced where the County plants vegetation within any public Right-of-way, or as part of any County sponsored development.
- o) It is a policy of this Plan that the County achieve a minimum of 40 percent tree canopy cover within Port Dover by 2031. To this end, the County shall:
 - i) Implement a Tree Protection By-law, which will include a tree replacement ratio where tree removal is unavoidable
 - ii) Implement street tree and naturalization programs to increase tree canopy cover; and,
 - iii) Require the planting of trees in all public works projects.

Promoting Local Food Production

- p) The creation of opportunities for local food production is supported by the County. Development plans and building designs shall provide opportunities for local food growing and production through:
 - i) Community gardens;
 - ii) Edible landscapes;
 - iii) Small scale food processing (i.e. community kitchens, food co-ops, community food centres);
 - iv) Food-related home occupations/industries; and,
 - v) A farmer's market.

Ensuring Compatible Development

- q) The principle of compatible development will be applied to all applications for development within Port Dover to ensure the sensitive integration of new development with existing built forms and landscapes in a way that enhances the image and character of the community. The definition of compatible development is as follows:

"Compatible development is not development that is either the same as, or even similar to development in the vicinity. Compatible development is development that enhances the character of the existing community, without causing any undue, adverse impact on adjacent properties."

Additional discussion about the application of the principles inherent to this definition are included within **Appendix I: Design Guidelines**.

- r) Within the framework of compatible development, the County shall support contemporary architecture and design approaches that interpret and enrich living culture, and thereby creates a 21st century cultural heritage for future generations. To ensure development is compatible, when considering any application for development within Port Dover, particular attention shall be paid to the following:
- i) The landscape, built form and functional character of the surrounding community is enhanced;
 - ii) No undue, adverse impacts are created on adjacent properties in the vicinity;
 - iii) The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;
 - iv) On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity;
 - v) Streetscape patterns, including block lengths, setbacks and building separations are maintained; and,
 - vi) Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no undue adverse impacts on the County's sewer, water, storm water management and transportation systems.

Crime Prevention Through Environmental Design

- s) The County will promote building and site design that assist in the reduction of the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including:.
- i) Adequate lighting;
 - ii) Clear sight lines, allowing view from one end of the walkway to the other;
 - iii) Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv) Adequate fencing and fenestration;
 - v) Clear signage that delineates permitted use and speed; and,
 - vi) Streetscape and building design that promotes 'eyes on the street'.
 - vii) Accessibility for Ontarians with Disabilities Act

- t) The County has a duty to accommodate persons with disabilities that applies to all forms of development within Port Dover. The County will consider accessibility for persons with disabilities in all land-use planning and development decisions. As such:
- i) All new and/or renovated County-owned, leased, or operated facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act; and,
 - ii) All new private sector development shall incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. Accessible private sector development shall be achieved through Site Plan Approval, enforcement of the Building Code, and the implementation of all applicable Provincial legislation and standards.

4.0 GROWTH MANAGEMENT

4.1 Growth Projections

- a) In 2018 Port Dover had a population of 7,040 people, accommodated in 3,319 private dwellings. Growth in Port Dover shall be established in the Norfolk County Official Plan, as it is amended from time to time.

4.2 Community Structure

- a) Port Dover is unique and will accommodate a varied range and type of growth and development. Overall the community is expected to be a complete community that will accommodate:
 - i) A full range of housing types, including affordable and special needs housing;
 - ii) Business opportunities to provide a wide range of employment and services to residents, businesses and visitors;
 - iii) A concentration of public service facilities, including social, cultural, entertainment, health, educational and other supporting facilities; and
 - iv) An open space, natural heritage and recreational network that is integrated with open spaces throughout the County, and provides appropriate passive, natural and active areas; and,
 - v) Development on full municipal services, and an appropriate level of transportation infrastructure;
- b) Further, the County shall ensure through its planning activities that Port Dover develops with efficient land use patterns that minimize the extension of municipal services and infrastructure and will sustain the community and financial well-being of the County over the long-term.
- c) **Schedule A - Community Structure** identifies, conceptually, the urban structure of Port Dover. It identifies a number of key geographic components of the community that help articulate where and how growth will occur, and that will consequently influence the community's success in achieving the identified vision for the future. **Schedule A** identifies the following components:

- i) **The Settlement Area Boundary** – The Settlement Area Boundary of Port Dover establishes the jurisdictional extent of this Secondary Plan. It is expected that all of the forecasted population and employment growth can be accommodated within the Settlement Area Boundary identified on **Schedule A**.
 - ii) **The Greenlands System** – The Greenlands System provides an important structural element throughout Port Dover, and generally identifies areas where development will be prohibited in order to protect natural heritage and hydrologic features and their ecological functions. The Greenlands System also identifies the existing parks and open spaces;
 - iii) **The Built-Up Area** – The Built-Up Area includes lands already developed with urban land uses. The Built-Up Area includes those areas within the Settlement Area Boundary where the intensification target is to be measured. The intensification target for Port Dover is and,
 - iv) **The Greenfield Areas** – The Greenfield Areas include those vacant areas within the Settlement Area Boundary that are outside of the Built-Up Area, and include future development opportunities for Port Dover. The Greenfield Areas are further subdivided into Greenfield Neighbourhood Areas 1 through 6 on **Schedule A**.
- d) Growth in Port Dover will occur through a combination of intensification within the Built-Up Area, and development within the Greenfield Areas. These two areas have different policy frameworks to guide their planning, approval and development:
- i) Intensification within the Built-Up Area - **Schedule A** identifies the Built Boundary and the Built-Up Area of Port Dover. This Plan requires that a minimum of 25% of all new residential development within Port Dover shall occur within the Built-Up Area on an annual basis; and,
 - ii) Development within the Greenfield Areas - **Schedule A** identifies the Greenfield Areas of Port Dover. The Greenfield Areas are expected to accommodate significant growth as they develop as primarily New Neighbourhoods. Residential development in the New Neighbourhoods shall achieve a minimum density target of 15 units per gross developable hectare, where gross developable hectare means the total land area less any defined elements of the Natural Heritage System.

- e) All new residential development within Port Dover shall be subject to Section 5.3 of the Norfolk County Official Plan, including the requirement that all new housing shall contribute to the achievement of a minimum of 25% of all new housing to be affordable and accessible to low and moderate income households, of which at least 10% of all new units are affordable to low income households.
- f) The County shall monitor growth in Port Dover to ensure stated housing objectives are being met, and that growth is occurring in a logical and cost effective manner.
- g) Sites identified as a Gateway on **Schedule A** are intended to become identifiable entrances to Port Dover. Gateways abut, or are within the road's right-of-way associated with these key intersections, and it is expected that all corner sites associated with an identified Gateway will include:
 - i) Buildings and/or structures that reinforce the importance of the gateway location. This includes the use of high quality building materials, windows and entrances facing the streets and unified and consistent architectural detailing; and/or,
 - ii) Special landscape treatments, appropriate signage, and high quality streetscaping.

Further, Design Guidelines for Gateways are included within **Appendix I**. To facilitate the construction of an identified Gateway, partnerships among the County, developers and/or service clubs shall be explored.

- h) **Schedule A** identifies an Industrial Influence Area, and those lands are subject to Section 6.7.2 of the Norfolk County Official Plan.

4.3 Phasing Policies

- a) Fundamental to Port Dover's long-term ability to accommodate projected growth, is the provision of appropriate municipal infrastructure, including sewage treatment facilities and an adequate water supply. Norfolk County will continue to monitor available sewage treatment and water supply capacity to ensure that adequate facilities are planned and built in concert with expected development activity.
- b) All development approvals within Port Dover shall be explicitly linked to the ability of the County to provide municipal sewage treatment and water supply infrastructure, based on the capacity of both the wastewater treatment plant and the water filtration plant to accommodate growth, as well as commitments to the timing and funding of any required road, active transportation facility, public service facility, park dedication and/or storm water management facility.

These works, facilities and lands shall be provided for in subdivision and site plan agreements and development approvals shall be conditional upon the timing and funding of such facilities, works and/or lands, to the satisfaction of the County.

- c) The County shall establish a protocol to allocate municipal sewage treatment and water supply infrastructure capacity to individual development proposals.

5.0 LAND USE POLICIES

5.1 Land Uses Permitted in All Designations

5.1.1 Public Uses and Utilities

- a) Public uses, and public and private utilities are permitted in all land use designations in this Plan, subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act. The location of such uses shall be justified and compatible with the surrounding land uses.

5.1.2 Electricity Generation, Transmission and Distribution Systems

- a) Electricity generation facilities, transmission and distribution systems are permitted in all land use designations. Renewable energy systems are subject to Provincial legislation and regulations.

5.1.3 Telecommunications Facilities

- a) Telecommunications facilities are permitted in all land use designations.

5.1.4 Accessory Uses, Buildings and Structures

- a) Any use, building or structure which is normally incidental and subordinate to a use permitted by this Plan shall be permitted on the same lot as the permitted use, subject to the regulations of the Implementing Zoning By-law, and provided adequate water supply and waste disposal facilities are available.

5.1.5 Existing Lots of Record

- a) One single detached dwelling may be permitted on an existing vacant lot of record, subject to the policies of this Plan and the regulations of the Implementing Zoning By-law, in consultation with the Conservation Authority.

5.2 Land Uses Prohibited in All Designations

- a) The following uses are prohibited in all land use designations in this Plan:
 - i) Uses that are noxious, polluting, or produce or store hazardous substances;

- ii) Uses that involve the recycling and/or the storage of contaminated materials; and,
 - iii) Uses that are prohibited pursuant to the provisions of the Environmental Protection Act.
- b) The Implementing Zoning By-law shall incorporate provisions setting out those uses which are prohibited in all zone categories.
 - c) Any proposed sites, or expansions to existing waste disposal sites, shall not be permitted in any land use designation.
 - d) Recreational vehicle park development, other than in approved, site specific Official Plan Amendments or Zoning By-laws existing as of the date of adoption of this Plan, or in existing recreational vehicle parks, shall be prohibited in all land use designations of this Plan.

5.3 Land Use Specific Policies

5.3.1 Low Density Residential Uses

- a) Low density residential uses shall include single detached, semi-detached and townhouse dwelling units and shall not exceed a density of 40 units per net residential hectare. Additional residential units shall also be permitted in low density residential uses, subject to the policies of this Plan.
- b) Low density residential buildings shall not exceed 3 storeys, or 11 metres in height, whichever is less.

5.3.2 Medium Density Residential Uses

- a) Medium density residential uses shall include all forms of residential buildings containing three or more dwelling units such as tri-plex and four-plex buildings, live/work buildings, street, block and stacked townhouses, and low-rise apartments. Medium density residential development shall generally shall be between 40 and 80 units per net residential hectare.
- b) Medium density residential buildings shall be a minimum of 3.5 storeys, and a maximum of 6 storeys, or 20 metres in height, whichever is less.

Alternate height and density limits may be included within the area specific land use designations. While it is recognized that this Plan identifies a maximum building height and density, that building height and density may only be achieved subject to the tests for compatible development, to the satisfaction of the County.

- c) New medium density residential development may be permitted through an Implementing Zoning By-law, subject to the following conditions:

- i) The site is within a designation that permits medium density residential development;
- ii) The proposed development is compatible, and can be sensitively integrated with the surrounding land uses. Special measures, such as angular planes, increased building setbacks, or enhanced landscaped buffer strips may be required in order to ensure sensitive integration;
- iii) The site is adequate in size and configuration to accommodate on-site parking facilities and amenities;
- iv) The transportation, utilities and service infrastructure can adequately serve the proposed development; and,
- v) The community and neighbourhood amenities such as parks, open space, recreational facilities and institutional services, can adequately serve the proposed development.

5.3.3 High Density Residential Uses

- a) High density residential uses shall include apartment buildings and all forms of multiple residential dwelling unit buildings having a density between 60 and 120 units per net residential hectare.
- b) High density residential development shall be a minimum of 6 storeys, and a maximum of 12 storeys, or 38 metres in height, whichever is less.

Alternate height and density limits may be included within the area specific land use designations. While it is recognized that this Plan identifies a maximum building height and density, that building height and density may only be achieved subject to the tests for compatible development, to the satisfaction of the County.

- c) New high density residential development may be permitted through an Implementing Zoning By-law, subject to the following conditions:
 - i) The site is within a designation that permits high density residential development;
 - ii) The proposed development is compatible, and can be sensitively integrated with the surrounding land uses. Special measures, such as increased building setbacks, angular planes, or landscaped buffer strips may be required in order to ensure sensitive integration;
 - iii) The site is adequate in size and configuration to accommodate on-site parking facilities and amenities;

- iv) The transportation, utilities and service infrastructure can adequately serve the proposed development; and,
- v) The community and neighbourhood amenities such as parks, open space, recreational facilities and institutional services, can adequately serve the proposed development.

5.3.4 Additional Residential Units

- a) An additional residential unit (attached) that is wholly enclosed within an existing single detached, semi-detached and/or townhouse building is permitted, subject to conformity with the following policies:
 - i) It shall only be created and used in accordance with the zoning provisions as set out in the Implementing Zoning By-law. Further, it is the intent of the County to not deviate from the zoning provisions regulating an additional residential unit (attached). However, minor variances may be considered, where appropriately justified;
 - ii) The additional residential unit (attached) shall have a maximum gross floor area of no more than 40% of the primary dwelling unit's gross floor area; and,
 - iii) An additional residential unit (attached) shall comply with all applicable health and safety standards, including, but not necessarily limited to, those set out in the Ontario Building Code and the Ontario Fire Code.
- b) An additional residential unit (detached) is permitted in a detached accessory building or structure on a lot that includes a primary single detached, semi-detached and/or townhouse building. An additional residential unit (detached) in a detached accessory building or structure is permitted in Port Dover subject to conformity with the following policies:
 - i) The creation of the additional residential unit (detached) does not require a second driveway on the property, and an additional parking space may be accommodated as a tandem parking space;
 - ii) The property fronts and has access to an assumed municipal road;
 - iii) The additional residential unit (detached) shall have a maximum gross floor area of no more than 75 square metres;
 - iv) Land containing the detached building in which the additional residential unit (detached) is located will be prohibited from being severed from the property; and,

- v) The additional residential unit (detached) shall comply with all applicable health and safety standards, including but not necessarily limited to those set out in the Ontario Building Code and Ontario Fire Code.

5.3.5 Special Needs Housing

- a) Special Needs Housing includes all forms of communal housing: Group Homes, Lodging Houses, Halfway Houses, Homes for Special Care and senior care facilities. Special Needs Housing includes all other types of residences licensed or funded under a federal or provincial statute for the accommodation of persons living under supervision in a single housekeeping unit and who, by reason of their age, emotional, mental, social or physical condition, require a group living arrangement for their well-being.
- b) Special Needs Housing that is not a Halfway House and accommodates 8 or less occupants (not including staff) shall be permitted in all designations that permit residential uses, subject to the provisions of the applicable Implementing Zoning By-law, and the satisfaction of the following criteria:
 - i) The Ontario Building Code, as well as all applicable health and safety requirements, can be satisfied;
 - ii) Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
 - iii) Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Special Needs Housing; and,
 - iv) Special Needs Housing operators shall obtain a license in accordance with the requirements of the applicable authority.
- c) Halfway Houses, and other forms of Special Needs Housing that accommodate more than 8 occupants (not including staff), shall be permitted in all designations that permit residential uses, subject to the provisions of the Zoning By-law and the satisfaction of the following criteria:
 - i) The site is adjacent to and has direct access to an arterial or collector road;
 - ii) The site is located with convenient access to community services and facilities;
 - iii) The lot size and configuration is sufficient to accommodate the building, required parking, green space and amenity areas;
 - iv) The Ontario Building Code, as well as all applicable health and safety requirements, can be satisfied;

- v) Any changes to a building resulting from the conversion to Special Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
- vi) Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Special Needs Housing; and,
- vii) Special Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority.

5.3.6 Home-Based Businesses

- a) There are two forms of home-based businesses:
 - i) Home occupations are small scale operations conducted by persons in their own home and tend to be professional or personal services; and,
 - ii) Home industries are typically carried out by the occupant of a property within accessory buildings on the property and may include artisan studios, maker spaces, small scale manufacturing, processing or repair uses with limited retail operations.
- b) Home occupations and artisan studios may be permitted in residences in accordance with the following provisions:
 - i) The use is carried out entirely within the dwelling unit, and can be appropriately accommodated within a residential structure;
 - ii) The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;
 - iii) The property is the principal residence of the person carrying on the home occupation use;
 - iv) Outside storage of goods, materials, equipment or service vehicles such as trailers and commercially licensed vehicles related to the home occupation use shall not be permitted;
 - v) The activities associated with the home occupation use, including traffic generated and hours of operation, do not adversely affect the surrounding area;
 - vi) Adequate water supply and sewage disposal facilities are available and the requirements of the Ontario Building Code are satisfied;

- vii) Solid waste beyond the volume normally generated by a household as defined by regional and provincial data is not permitted;
 - viii) The retail sales of any goods or wares shall not be permitted as a primary home occupation use; and,
 - ix)
 - x) Compliance with on-site parking requirements and other provisions regulating home occupations in the Zoning Bylaw.
- c) The Implementing Zoning By-law may include additional provisions regulating Home Occupations.
- d) Home industries may be permitted in accordance with the following provisions:
- i) The use is carried out within an accessory building or structure separate from a residential dwelling;
 - ii) The use is clearly secondary to the primary use of the property and shall not detract from the primary use of the property;
 - iii) Only accessory retail sales of products directly produced by the home industry is permitted;
 - iv) The repair, storage or sale of motor vehicles is not considered to be a home industry;
 - v) The use must be compatible with adjacent uses; and,
 - vi) The use must be in compliance with any zoning and/or licensing provisions.
- e) The Implementing Zoning By-law may include additional provisions regulating home industries.

5.3.7 Live-Work Units

- a) Live-work units have the potential to integrate small-scale service commercial, retail or office uses at-grade. Live-work units are typically in a street townhouse residential building and are subject to the associated development policies identified in this Plan. In addition, live-work units shall provide:
- i) Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and,
 - ii) Adequate parking and drop-off/pick-up facilities.

5.3.8 Education Facilities

- a) The County will work with the Boards of Education to ensure the reservation of an adequate number and distribution of school sites and related community facilities throughout Port Dover to accommodate the needs of residents. These sites and facilities shall be planned and developed in accordance with the respective policies, practices and guidelines of the School Boards.
- b) The County shall require the location of school sites to be adjacent to parks or other recreation facilities to allow for shared use of facilities and shall work with the Boards of Education to allow public use of school facilities, under appropriate agreements. The County shall also encourage the development of shared school buildings where feasible and when the Boards of Education's partnership criteria and policies can be met, to maximize the use of land and financial resources.
- c) The selection of school sites shall also consider safe connectivity between the school site and adjacent community, and the availability of community infrastructure that supports active transportation within the school catchment area.

5.3.9 Community Facilities

- a) Community facilities include facilities designed to meet the recreational, social, self-directed learning and cultural needs of the residents including public libraries, museums, cultural centres or other similar uses, excluding educational facilities. The County will work with community organizations to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.
- b) In determining appropriate locations for community facilities, the County shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the County, as well as tourists and other visitors.
- c) Where appropriate, community facilities will be located in community hubs to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

5.3.10 Emergency Services

- a) The County shall ensure the efficient and effective allocation of emergency services in a planned effort to keep pace with growth in consultation with Fire, Police and Emergency Medical Services.

- b) The County shall consult with the emergency service providers with respect to the establishment of station locations. Such stations shall have convenient access to arterial roads, a close relationship to the intended service area and shall be integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings.
- c) Site plans and draft plans of subdivision will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.

5.3.11 Bed and Breakfast Establishments

- a) Bed and breakfast establishments are permitted within any single-detached dwelling unit provided the use does not substantially alter the residential character of the property. The Implementing Zoning By-law may contain specific regulations pertaining to parking, signage and other matters associated with a permitted bed and breakfast use.

5.3.12 Day Care Facilities

- a) Day care facilities may be permitted in a number of designations identified in this Plan, subject to specific regulations in the Implementing Zoning By-law and in accordance with the following policies:
 - i) The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - ii) The use is intended to serve and support the surrounding residential area; and,
 - iii) The site is large enough to accommodate the building, on-site play areas, parking/drop-off facilities and appropriate buffering, where required.

5.3.13 Small-Scale Places of Worship

- a) New places of worship with the capacity to accommodate a congregation of less than 200 people shall be permitted in accordance with the policies of this Plan, through an Implementing Zoning By-law, subject to the following criteria:
 - i) The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads; and,
 - ii) The site is large enough to accommodate the building, on-site parking areas and appropriate buffering, where required.

- iii) The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
- iv) The site is large enough to accommodate the building, on-site parking and appropriate amenity areas and buffering, where required; and,
- v) Direct access shall be provided to places of worship from all parts of the surrounding community through a comprehensive active transportation network.

6.0 LAND USE DESIGNATIONS

- a) The land use designations that apply within Port Dover are identified on **Schedule B: Land Use Plan**, and include:
 - i) Port Dover Downtown Designation;
 - ii) Port Dover Waterfront Designation;
 - iii) Existing Residential Neighbourhood Designation;
 - iv) Future Neighbourhood Designation;
 - v) Mixed-Use Corridor Designation;
 - vi) Commercial Designation;
 - vii) Major Institutional Designation;
 - viii) Parks and Open Space Designation;
 - ix) Industrial Designation;
 - x) Major Public Infrastructure Designation;
 - xi) Hazard Land Designation
 - xii) Provincially Significant Wetland Designation; and,
 - xiii) Significant Woodlands Designation.

6.1 Port Dover Downtown Designation

6.1.1 Intent

- a) Downtown Port Dover is the historic heart of the community and serves as a primary gathering place and location for events and festivities that give identity to the community. Downtown Port Dover has a mix of commercial, institutional and residential uses, and is anchored by Main Street. A grid pattern of streets create small blocks, making it easy to walk around and connect to the waterfront. Powell Park is a major focal point. Buildings in Downtown Port Dover exhibit a variety of materials, with brick and siding most commonly used. There are a number of buildings with a heritage designation or potential concentrated Downtown.

- b) The Port Dover Downtown Designation is intended to be an area that serves as the primary activity centre for Port Dover, and is an appropriate location for a wide range of uses, including retail, service commercial uses and restaurants, recreational, entertainment, business and professional, governmental, institutional, arts and cultural, community, employment and residential uses. Downtown Port Dover will be the focus of compact development oriented to the pedestrian scale.

6.1.2 Permitted Uses

- a) The diversity of land uses permitted within the Downtown Port Dover Designation shall foster the health and continued growth of the Downtown, while conserving and enhancing cultural heritage resources and community identity. Downtown Port Dover shall continue to grow and develop with the following permitted uses:
 - i) Retail and service commercial uses;
 - ii) Restaurants;
 - iii) Farmers' markets;
 - iv) Government, business and professional services and offices, Hotels and motels;
 - v) Convention centres,
 - vi) Private clubs;
 - vii) Recreational and entertainment uses;
 - viii) Arts and cultural facilities;
 - ix) Residential Apartments, including special needs housing;
 - x) Small scale places of worship;
 - xi) Community facilities;
 - xii) Institutional uses;
 - xiii) Emergency Services;
 - xiv) Day Care Facilities;
 - xv) Parking facilities at grade, or in structure; and,
 - xvi) Parks, open spaces and walkways/trails.
- b) In addition to the identified list of permitted uses, the following may also be permitted within the Port Dover Downtown Designation:
 - i) Uses accessory to any of the identified permitted uses; and,

- ii) Pop-up uses and activities. The County may establish policies and procedures to facilitate the establishment of pop-up uses and activities.
- c) The County reserves the right, through the Implementing Zoning By-law, to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.
- d) New Drive-through commercial facilities, as well as single detached, semi-detached and Townhouse dwellings are specifically not permitted within the Port Dover Downtown designation.

6.1.3 Development Policies

- a) The County shall encourage the development, redevelopment and rehabilitation within the Port Dover Downtown Area. Further, the County will encourage developments that increase the amount and intensity of residential apartments within the Port Dover Downtown Designation by supporting appropriate residential development and redevelopment, in accordance with the policies of this Plan and the associated Design Guidelines attached to this Plan as **Appendix I**.
- b) All development within the Port Dover Downtown Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.
- c) The County will encourage the establishment of a wide range of arts and cultural facilities and activities in the Port Dover Urban Waterfront Area.
 - i) The placement of public art and murals; and,
 - ii) The placement of wayfinding signage to direct residents and visitors to shops, services and attractions.
- d) Certain lands within the Port Dover Downtown Designation have been identified by the Long Point Region Conservation Authority as being Hazard Land. Consequently, any use of such land will be subject to the policies of Section 7.3 of the Norfolk County Official Plan. All development applications that are within the Hazard Land area within the Port Dover Urban Waterfront Designation shall be evaluated in consultation with the Conservation Authority.
- e) Linkages between the Port Dover Downtown Designation and the Active Transportation Network identified on **Schedule D: Active Transportation Plan** shall be created and enhanced to foster pedestrian activity and encourage tourism within the Port Dover Downtown Designation.

- f) Parks and open spaces shall be distributed throughout the Port Dover Downtown Designation, and these facilities shall be linked together and connected with the broader County network of natural and open space areas. All developments within the Port Dover Downtown Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
- i) Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the County; and/or,
 - ii) Where cash-in-lieu of parkland is accepted for development within the Port Dover Downtown Designation, the County shall allocate the funds generated for public parkland improvements within the Port Dover Downtown Designation. The funds generated shall be used to provide additional public parkland or for the aesthetic and/or functional improvement of existing public parkland areas.
- g) Where practical, the municipality may provide or cooperate with private landowners and other public agencies to provide additional open space facilities within Port Dover Downtown Designation. The development of open space facilities that can be the focus of community festivals, events and activities attractive to all segments of the community will be encouraged.
- h) Permitted retail uses shall be limited in scale to a maximum of 3,000 square metres of Gross Floor Area per individual retail use.
- i) The height, massing and layout of buildings within the Downtown Designation shall be oriented to a pedestrian scale. The maximum building height within the Port Dover Downtown Designation shall be 6 storeys, or 20 metres, whichever is less, and may be subject to the following provisions that will be more fully articulated within the Implementing Zoning By-law:
- i) Where a property within the Port Dover Downtown Designation abuts the Existing Residential Neighbourhood Designation, appropriate mechanisms shall be employed to ensure compatibility and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a step back and/or the imposition of an angular plane;
 - ii) All development within the Port Dover Downtown Designation shall have a minimum height of 2 storeys; and,

- iii) All development within the Port Dover Downtown Designation shall incorporate a floor to ceiling height of the first floor of 4.5 metres.

Taller buildings may be considered for approval by the County at strategic locations, including intersection sites along Main Street and key entry points to the Port Dover Downtown Designation.

- j) All new development with frontage along Main Street, St. George Street or St. Andrew Street within the Port Dover Downtown Designation shall have at least 50% of its ground floor Gross Floor Area dedicated to non-residential uses, with a preference for retail and service commercial uses and restaurants. Residential uses shall only be permitted above the ground floor and/or on the ground floor in the rear of the building.
- k) Where residential uses are proposed in an existing building of commercial character, they shall only be permitted above the ground floor and on the ground floor in the rear of the building, provided that the street frontage is maintained for commercial uses. For the purposes of this policy, the commercial character of a building may be determined in consultation with the Chief Building Official of the County.
- l) In an existing building of residential character, residential uses and/or commercial uses shall be permitted, provided the residential character of the building is maintained. For the purposes of this policy, the residential character of a building may be determined in consultation with the Chief Building Official of the County.
- m) In the consideration of any Zoning By-law Amendment proposing to establish any of the permitted uses, the following shall be addressed:
 - i) Adequate and appropriate access to the property from a public road; and,
 - ii) The provision of adequate and appropriate parking and loading facilities.
- n) It is recognized that in the Port Dover Downtown Designation, it may not be feasible or desirable for all new developments to provide for parking on site. As such, the provision of parking spaces shall be subject to the following policies:
 - i) Private and public parking lots will be encouraged at locations convenient to Main Street in Port Dover;

- ii) On-street parking is important to the economic vitality of the Port Dover Downtown and will be maintained to the extent practical. The temporary use of on-street parking spaces for pop-up uses or outdoor cafes or eating areas may be permitted subject to the policies and procedures that may be established by Council;
- iii) In reviewing development applications within the Port Dover Downtown, the County will recognize the importance of the Downtown mixed-use context and will promote a comprehensive parking strategy that considers reduced parking standards for urban mixed-use developments, or other classes of development, based on an understanding of opportunities for shared parking, on-street parking and the availability of public parking facilities;
- iv) The County may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within the Port Dover Downtown Designation; and,
- v) Where a development cannot provide off-street parking on its site, the County may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance of the proposed development, and the developer enters into an agreement with the municipality to ensure the continued availability of the alternative site as a parking area.
- o) The site plan control policies in accordance with the policies of Section 9.6.5 (Site Plan Control) of the Norfolk County Official Plan shall apply to all development applications in the Port Dover Downtown Designation.
- p) The County may undertake, by both direct municipal action and by encouraging the actions of other parties, a program of on-going improvements within the Port Dover Downtown Designation, including streetscape improvements, facilities for off-street and on-street parking, improved vehicular connections and circulation patterns, and facilities for those not traveling by private automobile, including improvements for pedestrians, cyclists, the elderly and physically-challenged, and those using taxis, transportation for the disabled and transit services.

- q) The County encourages the establishment of a Port Dover Downtown Business Improvement Area, in accordance with the Municipal Act, corresponding to the boundary of the Port Dover Downtown Designation. The County may promote a larger Business Improvement Area that combines the areas identified as within the Port Dover Downtown Designation and the Port Dover Urban Waterfront Designation.
- r) The County shall pursue the ongoing enhancement of the Port Dover Downtown in co-operation with the boards of management for the Business Improvement Areas (BIA) and other public and private interests and community groups, to enhance the efficiency, convenience, safety and appearance of the areas and the activities they accommodate. As such, the County may pass by-laws designating and delineating a Community Improvement Project Area associated with the Port Dover Downtown Designation, and may undertake Community Improvement Plans, in accordance with Section 9.5.2 (Community Improvement) of the Norfolk County Official Plan to improve public infrastructure and to stimulate private sector investment.

6.1.4 Design Policies

- a) **Context** - The core of the Port Dover Downtown Designation is focused along Main Street where, generally, buildings are located close to the street line and to one another, resulting in a well-defined streetwall. Commercial buildings are typically 2-storeys in height, with flat roofs. Many buildings have an historic character that create a distinct sense of place. At each end of Main Street, buildings are more widely spaced, typically one storey in height, with varying setbacks. On-street parking is replaced by vehicular lanes and parking is provided in large surface lots. These areas are more suburban in character and oriented to vehicular access. It is the objective of these Urban Design Policies to shape a more pedestrian-oriented and well-defined Main Street throughout the Port Dover Downtown Designation.

The streets around Main Street are more residential in character, although they also have commercial uses mixed in. Buildings have set backs from each other and from their neighbours while still defining the street edge. There is a mix of historic, traditional and more modern architectural styles. Parking is often accommodated in side driveways or garages set back from the street edge. Large mature trees make a significant contribution to the attractiveness of this area.

- b) **General Design Policies** - The following policies apply everywhere within the Port Dover Downtown Designation:
 - i) A minimum 2-storey street wall shall be maintained facing public streets along all streets;

- ii) Buildings shall be oriented to frame the street edge and to create a strong street wall;
 - iii) Buildings shall front directly onto public streets and other public spaces, in order to clearly define the public realm and create an attractive and safe pedestrian environment;
 - iv) Buildings at corner locations shall be sited to address the intersection, with consideration given to both street frontages;
 - v) Buildings shall align with the existing street wall. In residential areas, buildings shall generally be aligned with the setbacks of their neighbours. For sites with ground floor commercial, consideration shall be given to zero setback;
 - vi) Main building entrances shall face the street and shall be clearly defined with architectural details and easily identifiable within the facade composition. Publicly accessible front entrances for stores, offices, and institutional uses shall permit barrier-free access and universal accessibility, including both visual and physical accessibility;
 - vii) Ground floor facades shall be highly transparent, including transparent windows and entrance doors, to establish a strong visual connection between the street and the interior of active ground floor uses; and,
 - viii) Facade rhythm may be established along a street wall through architectural articulation, including the use of fenestration, bands, columns, and other repeated elements.
- c) ***Additional Main Street Design Policies*** - The historic buildings along Main Street exhibit many urban design principles that these policies seek to reinforce. These principles are not about style, they are about the relationship of the building to the street. Additional design policies for development along Main Street within the Port Dover Downtown Designation are as follows:
- i) Along the Main Street frontage, buildings shall provide a step-back of 2.0 metres above the street wall height - typically above the 2nd Storey;

ii) Buildings shall be sited adjacent to the sidewalk and in line with the established street wall. They shall occupy the full width of their frontage unless there is a provision for public space or access. Building walls at the interior side lot lines will generally be blank, without windows or doors, in anticipation of future development that is also built to the same interior side yard;

iii) Buildings fronting onto Main Street shall have active uses at grade, such as commercial, retail, office or institutional uses. A rhythm of fine-grain and narrow shop frontages shall be established;

iv) Parking shall not be visible from Main Street. If present, it shall be located behind the building or in structure;

v) Vehicular access to sites is discouraged along Main Street. Preferred access locations are from adjacent streets and shared laneways and driveways;

vi) Where site access is unavoidably located along Main Street, minimize its width. Consider single lanes, one way lanes, and shared spaces that incorporate vehicular and pedestrian access together;

vii) Sidewalks along Main Street shall be wider, with a minimum 2.0 metre unobstructed pedestrian clearway. In addition to the 2 m clearway, a landscape/ furnishing zone shall be provided adjacent to the curb for lighting, signs, seating and where feasible, planting. In addition to the clearway, additional space on the sidewalk adjacent to the building may be used as a Market Zone for outdoor patios and retail display; and,

viii) For locations on Main Street that display a more suburban context, where more generous setbacks are provided, the space shall be used for landscaped areas, additional street tree planting, amenity areas, seating, display areas or sidewalk cafes and patios. Parking spaces shall not be located in the front yard setback space, or within the exterior side yard space on corner lots.

d) **Additional Design Policies for Residential Infill** - The following guidelines anticipate the potential for modest residential infill within the historic small lot fabric of the original survey grid within the Port Dover Downtown Designation:

i) Avoid parking, driveways and garages along street frontages; these shall be located away from public view and preferably internal to the site, screened by buildings;



2-storey street wall

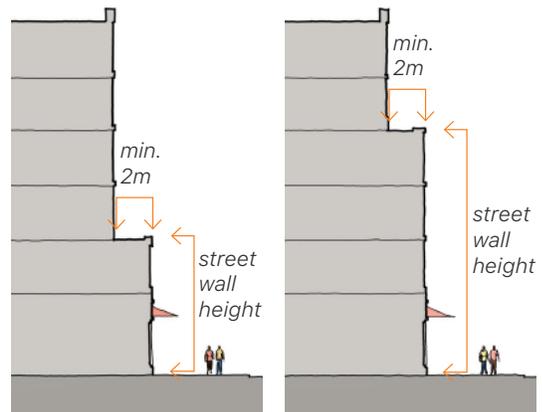


Buildings front directly onto streets and public spaces



Facade rhythm through architectural articulation

- ii) Buildings shall be placed to create a continuous street wall; the setback distance shall be determined with reference to the setback distances of adjacent buildings and provide sufficient transition from private front yards to the public street;
- iii) The massing and scale of the development shall be compatible with the existing and planned context;
- iv) Main entries shall be located on the front of the building / unit and shall be highlighted in the architectural design;
- v) Ensure that end units display the same level of architectural detail and articulation as that of the main front elevation;
- vi) The interface between the front yard and the sidewalk shall be designed with a combination of low fencing, stone walls and/ or hedges and shrubs that enhance the character of the streetscape; and,
- vii) Detailed landscape treatments shall be coordinated with the main building materials and create a year round visually appealing presence along the street.



2 metre step-back above the street wall height

e) **Design Policies for Parking and Access** - Guidelines for parking and access within the Port Dover Downtown Designation generally relate to the design and functionality of on- and off street parking and access driveways. The objective is to provide suitable parking and driveway options while reducing traffic impacts and the negative visual impact of surface parking lots. The following design policies apply:

- i) Parking facilities shall be designed and located to minimize its impact on the streetscape and public realm to ensure that sidewalks and building facades define the street edge. As such:
 - » Parking will not be permitted between the right of way and the building face or within front yard setback areas;
 - » Side yard parking may be considered where site constraints are significant, but is generally discouraged;
 - » Rear yard parking, or encouraging patrons to park in designated parking lots, is preferred;
- ii) Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;

- iii) Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
 - » Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
 - » Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
 - » Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings;
- iv) Where existing parking areas are adjacent to the sidewalk, a landscaped area shall be located between parking spaces and the sidewalk. Landscaping shall provide clear sight lines at eye level.
- v) Bicycle parking and racks shall be provided in locations that are close to building entrances but situated to avoid any conflicts for movement along pedestrian routes.
- vi) Where possible, access to parking areas shall be provided from side streets and laneways. Access to parking areas shall be defined through clearly designated entrances and exits.

6.1.5 Bucks Orchard Beach Park Site Specific Policy Area

- a) On lands that are identified as Site Specific Policy 6.1.5 on **Schedule B**, in addition to the uses permitted in the Port Dover Downtown Designation, residential uses in accordance with the policies of the Existing Neighbourhood Designation of this Plan shall also be permitted. In the consideration of a Zoning By-law amendment to implement the policies of this Site Specific Policy Area, the following shall be addressed:
 - i) The compatibility of the proposed use with adjacent uses;



Landscaped medians and islands



Pedestrian-scaled walkways and landscaping enhance safety, movement and comfort

- ii) The need for special building design incorporating height limitations, setbacks, buffering and landscaping to enhance compatibility with adjacent uses;
 - iii) Adequate access to the property particularly regarding emergency vehicles; and,
 - iv) The provision of adequate parking.
- b) Site plan control shall be utilized for new development or redevelopment projects in order to address compatibility and to ensure that such development or redevelopment creates a highly aesthetic and unique area.

6.2 Port Dover Urban Waterfront Designation

6.2.1 Intent

- a) The Port Dover Urban Waterfront Designation is an important tourism and economic resource. Its historic role as a tourist destination and a commercial fishing port remains important to the success of Port Dover. It is the intent of this Plan that the Port Dover Urban Waterfront remains a unique area that supports tourism, the commercial fishery and provides recreational, commercial and cultural opportunities for residents and tourists. To achieve this, the policies of the Port Dover Urban Waterfront Designation shall promote:
- i) Public accessibility to the shorelines - both to the Lake Erie Shoreline and the shoreline of the Lynn River - and to, from and within the Area through the possible establishment of a boardwalk and/or waterfront promenades;
 - ii) Attractive and diverse public and private sector development that is compatible with the character and charm of the existing community;
 - iii) The recognition of the defined Hazard Lands and the protection and enhancement of the Lynn River riverbank and Lake Erie shoreline.
 - iv) The protection and promotion of:
 - » The Commercial Fishing Port as an ongoing viable commercial/industrial activity;
 - » The existing Residential Neighbourhood
 - » The mixed-use and street-oriented commercial district that takes advantage of its locational attributes and its importance as a tourist destination; and,
 - » The facilities and services of the Recreational Marina.

6.2.2 Permitted Uses

- a) (7.16.1) The Port Dover Urban Waterfront Designation is intended to accommodate commercial facilities and services in convenient locations to serve the needs of residents and tourists. The Port Dover Urban Waterfront shall continue to grow and develop with the following permitted uses:
- i) Retail and service commercial uses;
 - ii) Restaurants and snack bars;

- iii) Hotels and motels;
 - iv) Tourist cabins, campgrounds;
 - v) Bed and Breakfast establishments;
 - vi) Convention centres;
 - vii) Marinas and related retail, commercial, office, recreation, club house and banquet uses and facilities;
 - viii) Marine industrial uses including boat-works and other marine-related commercial uses;
 - ix) Recreational and entertainment uses;
 - x) Arts and cultural facilities;
 - xi) Residential uses, including special needs housing;
 - xii) Home-based businesses:
 - xiii) Community facilities;
 - xiv) Emergency Services;
 - xv) Day Care Facilities;
 - xvi) Parking facilities at grade, or in structure; and,
 - xvii) Parks, open spaces and walkways/trails.
- b) In addition to the identified list of permitted uses, the following may also be permitted within the Port Dover Urban Waterfront Designation:
- i) Uses accessory to any of the identified permitted uses; and,
 - ii) Pop-up uses and activities. The County may establish policies and procedures to facilitate the establishment of pop-up uses and activities.
- c) Within the Port Dover Urban Waterfront Designation a specific area is identified as a Marine Industrial Priority Area on **Schedule B** which recognizes the existing Commercial Fishing Port as an ongoing viable commercial/industrial activity. On those lands identified as the Marine Industrial Priority Area, marine industrial uses shall be the primary use of the property.
- d) The County reserves the right, through the implementing Zoning By-law, to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

- e) New Drive-through commercial facilities are specifically not permitted within the Port Dover Urban Waterfront Designation.

6.2.3 Development Policies

- a) The County shall encourage the development, redevelopment and rehabilitation within the Port Dover Urban Waterfront Designation by supporting appropriate mixed-use development and redevelopment, in accordance with the policies of this Plan and the associated Design Guidelines attached to this Plan as **Appendix I**.
- b) All development within the Port Dover Downtown Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.
- c) The County will encourage the establishment of a wide range of arts and cultural facilities and activities in the Port Dover Urban Waterfront Area.
 - i) The placement of public art and murals; and,
 - ii) The placement of wayfinding signage to direct residents and visitors to shops, services and attractions.
- d) Certain lands within the Port Dover Urban Waterfront Designation have been identified by the Long Point Region Conservation Authority as being Hazard Land. Consequently, any use of such land will be subject to the policies of Section 7.3 of the Norfolk County Official Plan. All development applications that are within the Hazard Land area within the Port Dover Urban Waterfront Designation shall be evaluated in consultation with the Conservation Authority.
- e) (From 6.5.2.2) The County shall encourage and facilitate partnership arrangements, joint ventures, and facility sharing with the Marina Board of Management, the Harbour Authority, Provincial agencies, school boards, other institutions and community groups to expand the supply of parks, open space and parking facilities within the Port Dover Urban Waterfront Designation.
- f) All development within the Port Dover Urban Waterfront Designation shall be compatible with existing development in proximity, in consideration of the following issues:
 - i) Building design, roof lines, density, scale and massing;
 - ii) Setbacks, signage, lighting, and buffering of existing and proposed development; and,

- iii) The use of landscaping and the provision of benches, planters and other street furniture.
- g) Linkages between the Port Dover Urban Waterfront Designation and the Active Transportation Network identified on **Schedule D: Active Transportation Plan** shall be created and enhanced to foster pedestrian activity and encourage tourism within the Port Dover Urban Waterfront Designation.
- h) Parks and open spaces shall be distributed throughout the Port Dover Urban Waterfront Designation, and these facilities shall be linked together and connected with the broader County network of natural and open space areas. All developments within the Port Dover Urban Waterfront Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
 - i) Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the County; and/or,
 - ii) Where cash-in-lieu of parkland is accepted for development within the Port Dover Urban Waterfront Designation the County shall allocate the funds generated for public parkland improvements within the Port Dover Urban Waterfront Designation. The funds generated shall be used to provide additional public parkland or for the aesthetic and/or functional improvement of existing public parkland areas.
- i) Where practical, the municipality may provide or cooperate with private landowners and other public agencies to provide additional open space facilities within Port Dover Urban Waterfront Designation. The development of open space facilities that can be the focus of community festivals, events and activities attractive to all segments of the community will be encouraged.
- j) Retail sales outlets and associated commercial uses shall be limited in size, scale and scope by the Implementing Zoning By-law.
- k) New residential apartments shall only be permitted as part of a mixed-use building, with another permitted use located at-grade and the residential use located above grade.

- l) Outdoor storage, including commercial fishing and marina related items, including the on-land storage of boats, as a use accessory to primary marine industrial uses, or to marinas and related marine commercial facilities may be permitted, having regard to compatibility with adjacent uses and potential impact on future redevelopment. The Implementing Zoning By-law and/or Site Plan Agreement may delineate where open storage may be located together with appropriate setbacks, screening and buffering. The Implementing Zoning By-law and/or Site Plan Agreement may also delineate where the boats may be stored, and may limit the number of boats permitted to be stored at any given time.

- m) The height, massing and layout of buildings within the Port Dover Urban Waterfront Designation shall be oriented to a pedestrian scale. The maximum building height within the Port Dover Urban Waterfront Designation shall be 3.5 storeys, or 12.5 metres, whichever is less, and shall be subject to the following provisions that will be more fully articulated within the Implementing Zoning By-law:
 - i) Where a property within the Port Dover Urban Waterfront Designation abuts the Existing Residential Neighbourhood Designation or an existing residential use within the Port Dover Urban Waterfront Designation, appropriate mechanisms shall be employed to ensure compatibility and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a step back and/or the imposition of an angular plane; and,
 - ii) All development within the Port Dover Urban Waterfront Designation shall incorporate a floor to ceiling height of the first floor of 4.5 metres.

- n) Where residential uses are proposed in an existing building of commercial character, they shall only be permitted above the ground floor, ensuring that the street frontage is maintained for commercial uses. For the purposes of this policy, the commercial character of a building will be determined in consultation with the Chief Building Official of the County.

- o) In an existing building of residential character, residential uses and/or commercial uses shall be permitted, provided the residential character of the building is maintained. For the purposes of this policy, the residential character of a building will be determined in consultation with the Chief Building Official of the County.

- p) In the consideration of any Zoning By-law Amendment proposing to establish any of the permitted uses, the following shall be addressed:

- i) Adequate and appropriate access to the property from a public road; and,
 - ii) The provision of adequate and appropriate parking and loading facilities.
- q) The County will recognize the importance of the desired mixed-use context and will promote a comprehensive parking strategy within the Port Dover Urban Waterfront Designation that considers reduced parking standards for urban mixed-use developments, or other classes of development, based on an understanding of opportunities for shared parking, on-street parking, and the availability of public parking facilities. In addition:
- i) The County may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within the Port Dover Urban Waterfront Designation; and,
 - ii) Where a development cannot provide off-street parking on its site, the County may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance of the proposed development, and the developer enters into an agreement with the municipality to ensure the continued availability of the alternative site as a parking area.
- r) The Site Plan Control policies of Section 9.6.5 of the Norfolk County Official Plan shall apply to all development applications in the Port Dover Urban Waterfront Designation.
- s) The County may undertake, by both direct municipal action and by encouraging the actions of other parties, a program of on-going improvements within the Port Dover Urban Waterfront Designation, including streetscape improvements, facilities for off-street and on-street parking, improved vehicular connections and circulation patterns, and facilities for those not traveling by private automobile, including improvements for pedestrians, cyclists, the elderly and physically-challenged, and those using taxis, transportation for the disabled and transit services.
- t) The County encourages the establishment of a Port Dover Urban Waterfront Business Improvement Area, in accordance with the Municipal Act, corresponding to the boundary of the Port Dover Urban Waterfront Designation. The County may promote a larger Business Improvement Area that combines the areas identified as within the Port Dover Downtown Designation and the Port Dover Urban Waterfront Designation.

- u) The County shall pursue the ongoing enhancement of the Port Dover Urban Waterfront Area in co-operation with the boards of management for the Business Improvement Areas (BIA) and other public and private interests and community groups, to enhance the efficiency, convenience, safety and appearance of the areas and the activities they accommodate. As such, the County may pass By-laws designating and delineating a Community Improvement Project Area associated with the Port Dover Urban Waterfront Designation, and may undertake Community Improvement Plans, in accordance with Section 9.5.2 (Community Improvement) of the Norfolk County Official Plan to improve public infrastructure and to stimulate private sector investment.

6.2.4 Design Policies

- a) **General Design Policies** - The following policies apply everywhere within the Port Dover Urban Waterfront Designation:
 - i) Buildings shall be oriented to frame the street edge and to create a strong street wall;
 - ii) Buildings shall front directly onto public streets and other public spaces, in order to clearly define the public realm and create an attractive and safe pedestrian environment;
 - iii) Buildings at corner locations shall be sited to address the intersection, with consideration given to both street frontages;
 - iv) Buildings shall align with the existing street wall. Buildings shall generally be aligned with the setbacks of their neighbours. For sites with ground floor commercial, consideration shall be given to zero setback;
 - v) Main building entrances shall face the street and shall be clearly defined with architectural details and easily identifiable within the facade composition. Publicly accessible front entrances for stores, offices, and institutional uses shall permit barrier-free access and universal accessibility, including both visual and physical accessibility;
 - vi) Ground floor facades shall be highly transparent, including transparent windows and entrance doors, to establish a strong visual connection between the street and the interior of active ground floor uses;
 - vii) Facade rhythm shall be established along a street wall through architectural articulation, including the use of fenestration, bands, columns, and other repeated elements;



Buildings front directly onto streets and public spaces



Facade rhythm through architectural articulation

- viii) Streets shall be designed to accommodate all modes of transportation, including walking, cycling, cars and service vehicles; and,
- ix) Streets and sidewalks shall create a pedestrian environment through defined standards for landscaped areas, paving, street trees, and other appropriate street furniture, and shall form a connected system of optional routes to, from and within the area.

b) **Design Policies for Parking and Access** - Guidelines for parking and access within the Port Dover Urban Waterfront Designation generally relate to the design and functionality of on- and off street parking and access driveways. The objective is to provide suitable parking and driveway options while reducing traffic impacts and the negative visual impact of surface parking lots. The following design policies apply:

- i) Parking facilities shall be designed and located to minimize its impact on the streetscape and public realm to ensure that sidewalks and building facades define the street edge. As such:
 - » Parking will not be permitted between the right of way and the building face or within front yard setback areas;
 - » Side yard parking may be considered where site constraints are significant, but is generally discouraged;
 - » Rear yard parking, or encouraging patrons to park in designated parking lots, is preferred;
- ii) Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;
- iii) Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:
 - » Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;



Landscaped medians and islands

- » Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;
 - » Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings;
- iv) Where existing parking areas are adjacent to the sidewalk, a landscaped area shall be located between parking spaces and the sidewalk. Landscaping shall provide clear sight lines at eye level.
- v) Bicycle parking and racks shall be provided in locations that are close to building entrances but situated to avoid any conflicts for movement along pedestrian routes.
- vi) Where possible, access to parking areas shall be provided from side streets and laneways. Access to parking areas shall be defined through clearly designated entrances and exits.



Pedestrian-scaled walkways and landscaping enhance safety, movement and comfort

6.2.5 Lynn River/Black Creek Special Policy Area

- a) On lands within the Port Dover Urban Waterfront Designation identified as Site Specific Policy Area 6.2.5 on **Schedule B** includes land north of Highway No. 6 bordering on both sides of the Lynn River and Black Creek. Traditionally, marine industries have established within this area. This Special Policy Area is to be considered and applied in addition to the other policies of this Section.
- b) The marine industry is still an important component of the local economy and the Lynn River acts as the main artery for marine traffic to this area. With the increase in tourism, which is becoming more important to the economic health of the County, this area has the potential to support a variety of interests relating to tourism, recreation and innovative residential development, while at the same time recognizing that the established marine industries will remain. A large portion of the Lynn River/Black Creek Special Policy Area are considered Hazard Lands due to potential flooding and that the risk of flooding may impact existing and future land uses.

c) New uses may be established provided they are in suitable locations where land use conflicts can be minimized and adequate access and parking can be provided. The intent of this Plan is to create a continuous link for commercial and tourism related uses between the Downtown Area and the Urban Waterfront Area through the Lynn River/Black Creek Area and back to the Downtown Area through a connection along Market Street, Chapman Street and Powell Park. The Lynn River/Black Creek Special Policy Area is in transition and none of the changes in land use are expected to occur immediately. The principal method of redevelopment will be through applications to amend the Implementing Zoning By-law. In the consideration of any such application, effort shall be made to eliminate or minimize potential land use conflicts.

d) In addition to the land uses permitted in the underlying land use designation, the following uses shall be permitted within the Lynn River/Black Creek Special Policy Area:

- i) Marine industrial uses;
- ii) Commercial and recreational uses catering specifically to boaters;
- iii) Retail commercial uses catering specifically to tourism and marine recreational activities;
- iv) Commercial accommodation including hotels, motels and bed and breakfast establishments;
- v) Restaurants;
- vi) Convention centres; and,
- vii) Residential uses that exhibit the following characteristics:
 - » architecture and detailing in built form and urban design that reflects a nautical or marine theme; and
 - » an orientation to the waterfront, taking advantage of the views and vistas.

e) In the consideration of any application to amend the Implementing Zoning By-law proposing to establish a commercial or residential use, the following shall be addressed:

- i) The compatibility of the proposed use with adjacent and neighbourhood land uses, particularly existing marine industrial uses;
- ii) The need for special building design, setbacks, buffering and landscaping to enhance compatibility with adjacent uses;

- iii) Adequate access to the property particularly for emergency vehicles; and
 - iv) The provision of adequate parking and loading facilities.
- f) The County shall use site plan control, in accordance with the policies of Section 9.6.5 (Site Plan Control) of the Norfolk County Official Plan, to ensure that new development and redevelopment, is compatible with the intended character and the natural environment, and creates a highly aesthetic and unique mixed use area.
- g) The policies of Section 3.8.1 (Lakeshore Special Policy Area) and Section 11 of Part II – Lakeshore Special Policy Area Secondary Plan shall also apply, as appropriate.

6.2.6 Dover Wharf Site Specific Policy

- a) On lands within the Port Dover Urban Waterfront Designation identified as Site Specific Policy Area 6.2.6, in addition to the uses permitted, a 48 unit residential development shall be permitted.

6.3 Existing Neighbourhood Designation

6.3.1 Intent

- a) The Existing Neighbourhood Designation in Port Dover is expected to continue to accommodate attractive neighbourhoods which will provide for a variety of residential forms as well as neighbourhood facilities such as elementary schools, parks, places of worship and convenience commercial uses integral to and supportive of a residential environment. A variety of housing types are needed to meet the needs of a diverse population. Opportunities to provide housing for individuals or groups with special needs including the elderly and those with special physical, social or economic needs within the County will be encouraged.
- b) It is the intent of this Plan to protect and enhance the existing neighbourhoods within Port Dover, while managing their ongoing evolution, including opportunities for sensitive intensification. It is also the intent of the County to recognize the existing neighbourhoods of Port Dover as communities that consist of primarily low density residential house forms that have limited potential to accommodate significant levels of intensification, but that are prime candidates for the introduction of additional residential units (accessory apartments) and home-based businesses.

6.3.2 Permitted Uses

- a) Within the Existing Neighbourhood Designation, the following uses are permitted:
 - i) Low density residential uses;
 - ii) Special needs housing, with the exception of Halfway Houses and other forms of special needs housing that accommodate more than 8 occupants (not including staff);
 - iii) Additional residential units;
 - iv) Home-based businesses;
 - v) Day care facilities;
 - vi) Bed and breakfast establishments.
 - vii) Community facilities;
 - viii) Small scale places of worship;
 - ix) Parking facilities at grade, or in structure; and,
 - x) Parks, open spaces and walkways/trails.

- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- c) Residential development approved in site specific Official Plan Amendments, or in Draft Plans of Subdivision approved by the County prior to the adoption of this Plan are also permitted within the Existing Neighbourhood Designation.
- d) The County reserves the right, through the implementing Zoning By-law, to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

6.3.3 Development Policies

- a) The County shall permit the development, redevelopment and rehabilitation within the Existing Neighbourhood Designation by supporting a mixture of low density housing types, in accordance with the policies of this Plan and the associated Design Guidelines attached to this Plan as **Appendix I**.
- b) All new development shall be compatible with existing adjacent residential uses in terms of orientation, privacy, landscaping, shadow casting, and visual impact. Where new development is introduced within, or abutting an Existing Neighbourhood Designation, the County will consider additional setbacks, angular lanes and enhanced landscaping as techniques to ensure an appropriate transition/interface.
- c) Street and block townhouses and live/work units may also be permitted on a limited basis within the Existing Neighbourhood designation where they assist in defining a small scale neighbourhood focus such as a park, school, place of worship or commercial use. Such submissions will be subject to a Site Plan Control process including the submission of a planning justification report to the satisfaction of the County.
- d) Certain lands within the Existing Neighbourhood Designation have been identified by the Long Point Region Conservation Authority as being Hazard Land. Consequently, any use of such land will be subject to the policies of Section 7.3 of the Norfolk County Official Plan. All development applications that are within the Hazard Land area within the Existing Neighbourhood Designation shall be evaluated in consultation with the Conservation Authority.
- e) All development within the Existing Neighbourhood Designation shall be compatible with existing development in proximity, in consideration of the following issues:
 - i) Building design, roof lines, density, scale and massing;

- ii) Setbacks, signage, lighting, and buffering of existing and proposed development; and,
 - iii) The use of landscaping and the provision of benches, planters and other street furniture.
- f) Linkages throughout the Existing Neighbourhood Designation to the Active Transportation Network identified on **Schedule D: Active Transportation Plan** shall be created and enhanced to foster pedestrian activity.
- g) All developments within the Existing Neighbourhood Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
- i) Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the County; and/or,
 - ii) Where cash-in-lieu of parkland is accepted for development within the Port Dover Urban Waterfront Designation the County shall allocate the funds generated for public parkland improvements within Port Dover. The funds generated shall be used to provide additional public parkland or for the aesthetic and/or functional improvement of existing public parkland areas.

6.3.4 Design Policies

- a) **Design Policies for Residential Infill** - The following guidelines anticipate the potential for modest residential infill within the existing residential neighbourhoods within the Existing Neighbourhood Designation in Port Dover:
- i) Avoid parking, driveways and garages along street frontages; these shall be located away from public view and preferably internal to the site, screened by buildings;
 - ii) Buildings shall be placed to create a continuous street wall; the setback distance shall be determined with reference to the setback distances of adjacent buildings and provide sufficient transition from private front yards to the public street;
 - iii) The massing and scale of the development shall be compatible with the existing and planned context;
 - iv) Main entries shall be located on the front of the building/unit and shall be highlighted in the architectural design;
 - v) Ensure that end units display the same level of architectural detail and articulation as that of the main front elevation;

- vi) The interface between the front yard and the sidewalk shall be designed with a combination of low fencing, stone walls and/ or hedges and shrubs that enhance the character of the streetscape; and,
- vii) Detailed landscape treatments shall be coordinated with the main building materials and create a year round visually appealing presence along the street.

6.3.5 Silver Lake Special Policy Area

- a) Within the Existing Neighbourhood Designation in Port Dover, the area along the west side of Silver Lake extending north from the vicinity of Chapman and Patterson Streets to the rear of lots fronting on Queen Street, as delineated as Special Policy Area 6.3.5 on **Schedule B**, is the Silver Lake Special Policy Area. This Special Policy Area is to be considered and applied in addition to the other policies of this Section.
- b) The Silver Lake Special Policy Area is an area in transition which has traditionally included certain industrial and open space uses. There is the potential to create a specific linkage between the Downtown Area of Port Dover with the open space areas and the Lynn Valley Trail. It is the policy of this Plan to encourage a transition to open space and recreational uses in this area.
- c) Notwithstanding the underlying land use designations, permitted uses in the Silver Lake Special Policy Area, delineated on **Schedule B**, shall be limited to:
 - i) Passive and active open space and recreational uses;
 - ii) Public and/or private commercial recreational facilities;
 - iii) Small scale commercial uses including a farmers' market;
 - iv) Limited residential uses, such as senior housing complexes, lifestyle communities, and residential care facilities; and,
 - v) Institutional uses.
- d) The County shall use site plan control, in accordance with the policies of Section 9.6.5 (Site Plan Control) of the Norfolk County Official Plan to ensure that new development and redevelopment, including redevelopment of and conversion of existing buildings, is compatible with the intended character of the areas and the natural environment, and the adjacent residential areas.

6.3.6 Mill Store Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.6, in addition to the uses permitted, an existing retail establishment focusing on the sale of fabrics and clothing, a farmers' market, a place of sports and recreation, and an adult training centre shall be permitted.

6.3.7 Restaurant Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.7, in addition to the uses permitted, a restaurant shall also be permitted to locate within the existing dwelling.

6.3.8 Office Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.8, an administrative office shall also be permitted within the existing one-storey residential dwelling unit.

6.3.9 Gardening Supply Outlet Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.9, in addition to the uses permitted, a gardening supply outlet shall be permitted for the sale of supplies directly related to the installation and maintenance of the various landscaping backyard pond displays.

6.3.10 Health Clinic Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.10, in addition to the permitted uses, an animal hospital, a clinic or doctor's offices, a financial institution, offices, a pharmacy, and a retail store associated with a clinic or doctor's office shall be permitted. The commercial structure or building shall have a gross floor area of up to 900 m², where the number of commercial retail units is limited to a maximum of two units with a maximum usable floor area of 200 m² per unit. The usable floor area of a pharmacy shall be limited to a maximum of 50 m².

6.3.11 Dover Coast Residential Site Specific Policy Area

- a) On land within the Existing Neighbourhood Designation within Port Dover, identified on **Schedule B** to this Plan as Site Specific Policy Area 6.3.11, Notwithstanding the policies in 7.7.1 h), golf course uses shall also be permitted.

- b) For any residential proposal on the Subject Land and on the Other Lands owned by the applicant, as identified on **Schedule B**, that are within the Industrial Influence Area, as identified on **Schedule A** to this Plan, a distance of no more than 300 metres, the following studies shall be completed and submitted to Norfolk County and Haldimand County:
- i) Planning Justification Report;
 - ii) Air Quality Assessment; and,
 - iii) Noise Study.
- c) Each of the completed studies may be peer reviewed at the discretion of Norfolk County and/or Haldimand County and the proponent shall pay the reasonable cost of the peer review. This review may include consultation with the Ministry of Environment and Climate Change.

6.4 Future Neighbourhood Designation

6.4.1 Intent

- a) It is the intent of the County to promote well-designed and attractive residential neighbourhoods throughout Port Dover. The Future Neighbourhood Designation will include an appropriate range and mix of housing types, parks and open space features and an array of community facilities. The Greenfield Neighbourhood Designation will include provisions for the establishment of Neighbourhood Centres.

6.4.2 Permitted Uses

- a) Within the Future Neighbourhood Designation, the following uses are permitted:
- i) Low density, medium density and high density residential uses;
 - ii) Live-work units;
 - iii) Special needs housing, with the exception of Halfway Houses and other forms of special needs housing that accommodate more than 8 occupants (not including staff);
 - iv) Additional residential units;
 - v) Neighbourhood centres
 - vi) Home-based businesses;
 - vii) Day care facilities;
 - viii) Bed and breakfast establishments.
 - ix) Community facilities;
 - x) Education facilities;
 - xi) Small scale places of worship;
 - xii) Emergency services;
 - xiii) Parking facilities at grade, or in structure; and,
 - xiv) Parks, open spaces and walkways/trails.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- c) Residential development approved in site specific Official Plan Amendments, or in Draft Plans of Subdivision approved by the County prior to the adoption of this Plan are also permitted within the Future Neighbourhood Designation.

- d) The County reserves the right, through the implementing Zoning By-law, to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

6.4.3 Development Policies

- a) The County shall permit the development of a range and mix of housing types and densities, as well as appropriate neighbourhood supporting land uses, in accordance with the policies of this Plan and the Design Guidelines attached as **Appendix I**.
- b) Lands within the Future Neighbourhood Designation are also identified on **Schedule A** as Greenfield Areas 1 through 6. It is a requirement of this Plan that each of the identified Greenfield Areas shall be planned comprehensively to achieve a minimum density target of 15 units per gross developable hectare, where gross developable hectare means the total land area less any defined elements of the Natural Heritage System.
- c) The County shall require, prior to the approval of any development application (Draft Plan of Subdivision or implementing Zoning By-law) within any of the individual Greenfield Areas identified on **Schedule A**, that a Block Plan be prepared for the entire individual Greenfield Area. The purpose of the Block Plan is to promote comprehensive planning, and to:
 - i) Identify the detailed land use and density distribution, and to ensure that the required density target is achieved;
 - ii) Confirm the boundaries of the Natural Heritage System;
 - iii) Identify the location for the Neighbourhood Centres;
 - iv) Identify the parkland system, and the Active Transportation network;
 - v) Identify the location for any required educational and/or community facilities;
 - vi) Identify the detailed road pattern, including Local Roads;
 - vii) Articulate the details for the provision of sewer, water and storm water management systems;
 - viii) Identify the road network and infrastructure system connections to all properties within and adjacent to the individual Greenfield Area; and,

- ix) Potentially form the basis for a Developer's Group Agreement, where the identified Greenfield Area includes multiple landowners.

Required Block Plans shall be adopted by the County and shall include all of the necessary supporting technical studies, to the satisfaction of the County. Required Block Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision and implementing Zoning By-laws.

- d) Permitted Neighbourhood Centres shall be centrally located within the each of the identified Greenfield Neighbourhood Areas. Generally, a Neighbourhood Centre shall:
 - i) Be located at an intersection, where at least one road is a collector or arterial; and,
 - ii) Be within a walking distance of 5 to 10 minutes for most of the residents of the defined Greenfield Neighbourhood Area.

Within a Neighbourhood Centre, the mix of uses shall be compatible and sensitively integrated with the surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility and visual impact. In addition to the residential uses permitted within a Neighbourhood Centre, at least one of the following additional land uses shall be required:

- iii) One local convenience retail store use up to 190 square metres of non-residential gross floor area per Neighbourhood Centre. Apartment units may be permitted above the ground floor at the rear or to the side of the local convenience store; and/or,
 - iv) Institutional and community uses which provide services to the neighbourhood.
- e) Linkages throughout the Future Neighbourhood Designation to the Active Transportation Network identified on **Schedule D**: Active Transportation Plan shall be created and enhanced to foster pedestrian activity.
- f) All developments within the Future Residential Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Public parkland shall be provided subject to the following:
 - i) Public open space to be dedicated shall be landscaped prior to conveyance in a manner satisfactory to the County;

- ii) The first priority for parkland dedication is the achievement of new public parks within each of the Greenfield Areas identified on **Schedule A**. The locations for those elements of the public parkland system within the Future Neighbourhood Designation are identified conceptually on **Schedule B**; and/or
- iii) Where cash-in-lieu of parkland is accepted for development within the identified Future Neighbourhood Designation, the County shall use the funds to provide public parkland within the Greenfield Neighbourhood Area where the funds were generated, or for the aesthetic and/or functional improvement of existing public parkland areas.

6.4.4 Design Policies

- a) **General** - These policies apply to the development of lands within the Future Neighbourhoods Designation located around the perimeter of the existing built up area of Port Dover. They provide a framework for design that enhances the existing character of the community and promotes best practices in urban design.
- b) **Development abutting Natural Features** - The following policies apply to lands that abut the Natural Heritage System as it is defined on **Schedule B**. It is a policy of the County to:
 - i) Protect and incorporate the surrounding natural heritage system as an integral part of the neighbourhood's structure;
 - ii) Minimize development that encroaches into the natural heritage system and negatively impact the health and diversity of it due to noise, light pollution, debris, and unauthorized access;
 - iii) Provide frequent access points and public street frontage to promote views and accessibility to natural heritage areas;
 - iv) Create views and vistas to natural heritage features, parks and open spaces through the location, arrangement and configuration of streets and blocks;
 - v) Locate parks and open spaces prominently, with adjacency or strong connections to the natural heritage system and trail network; and,
 - vi) Back lotting of the natural heritage features shall be avoided.
- c) **Sustainable Design Policies** - Development within the identified Greenfield Neighbourhood Areas, as identified on **Schedule A** shall be developed with regard to the following:



Street arranged to provide view of natural heritage feature

- i) The principles of LEED-ND (Leadership in Energy and Environmental Design – Canada) as they evolve; and,
 - ii) Building orientation to maximize potential for passive and active solar energy.
- d) **Neighbourhood Layout Policies** - It is a policy of the County to:
- i) Create a connected, pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent communities and to community amenities/ destinations;
 - ii) Limit blocks to no more than 180m in length; blocks that are longer than this in length shall include mid-block landscaped pedestrian links of at least 8m in width;
 - iii) Provide appropriate transition to/integration with adjacent uses;
 - iv) Changes in land use, lotting and built form shall occur along a rear lot line so that similar uses and forms shall frame both sides of a street;
 - v) Back lotting of parks and open spaces shall be avoided;
 - vi) Locate higher density forms of development at prominent locations such as around parks, adjacent to major roads, at gateways and along special streets; and,
 - vii) Require built form that is a minimum of three storeys in height around parks and at prominent locations.

- e) **Road Pattern Policies** - It is a policy of the County to:
- i) Maximize number of connections to major road network;
 - ii) Connect to existing road stubs;
 - iii) Provide multiple future road connections to undeveloped areas;
 - iv) Provide well-connected internal road network;
 - v) Provide direct connection to natural features from internal streets;
 - vi) Provide vista parks from internal streets to natural features where direct frontage is not feasible;
 - vii) Locate key destinations such as retail and service commercial uses, parks and schools within 5 minute walk (400m radius) of most residents;



Demonstration plan of road pattern policies

- viii) Use streets and public spaces to create linkages from natural heritage features and lower intensity land uses into the central area of the neighbourhood;
- ix) Ensure publicly accessible open spaces such as parks, storm water management facilities and natural heritage features have significant frontage on internal public roads;
- x) Provide higher density and mixed uses adjacent to higher order roads;
- xi) Create a transition of higher density to lower density uses;
- xii) Provide a mix of housing forms throughout the neighbourhood and along streetscapes; and,
- xiii) Locate built form and public space to create gateways to the neighbourhood.

6.5 Mixed-Use Corridor Designation

6.5.1 Intent

- a) It is the intent of this Plan that the lands within the Mixed-Use Corridor Designation develop and intensify over time with a medium density, mixed-use character, in a manner that is sensitive to the adjacent residential neighbourhoods. The Mixed-Use Corridor Designation is expected to provide retail and service commercial uses that serve a growing local population.

6.5.2 Permitted Uses

- a) Within the Mixed-Use Corridor Designation, the following uses are permitted:
 - i) Retail and service commercial uses;
 - ii) Restaurants;
 - iii) Government, business and professional services and offices;
 - iv) Hotels and motels;
 - v) Convention centres,
 - vi) Private clubs;
 - vii) Recreational and entertainment uses;
 - viii) Arts and cultural facilities;
 - ix) Medium density and high density residential uses, including special needs housing;

- x) Live/work units;
 - xi) Home-based businesses;
 - xii) Small scale places of worship;
 - xiii) Community facilities;
 - xiv) Education Facilities;
 - xv) Institutional uses;
 - xvi) Emergency Services;
 - xvii) Day Care Facilities;
 - xviii) Parking facilities at grade, or in structure; and,
 - xix) Parks, open spaces and walkways/trails.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are permitted.
 - c) The County reserves the right, through the Implementing Zoning By-law, to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.

6.5.3 Development Policies

- a) The County shall encourage mixed-use development within the Mixed-Use Corridor Designation, in accordance with the policies of this Plan and the associated Design Guidelines attached to this Plan as **Appendix I**.
- b) All development within the Mixed-Use Corridor Designation shall be compatible with existing development in proximity.
- c) Linkages between the Mixed-Use Corridor Designation and the Active Transportation Network identified on **Schedule D: Active Transportation Plan** shall be created and enhanced to foster pedestrian activity.
- d) All developments within the Mixed-Use Corridor Designation shall be required to provide public parkland, or cash-in-lieu of parkland. Where cash-in-lieu of parkland is accepted for development within the Mixed-Use Corridor Designation, the funds generated shall be used to provide additional public parkland, or for the aesthetic and/or functional improvement of existing public parkland areas.
- e) Permitted retail uses shall be limited in scale to a maximum of 3,000 square metres of Gross Floor Area per individual retail use.

f) The maximum building height within the Mixed-Use Corridor Designation shall be 6 storeys, or 20 metres, whichever is less, and shall also be subject to the following provisions that will be more fully articulated within the Implementing Zoning By-law:

- i) Where a property within the Mixed Use Corridor Designation abuts existing or proposed low density residential uses, appropriate mechanisms shall be employed to ensure compatibility and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, the imposition of a step back and/or the imposition of an angular plane;
- ii) All development within the Mixed-Use Corridor Designation shall have a minimum height of 2 storeys; and,
- iii) All development within the Mixed-Use Corridor Designation shall incorporate a floor to ceiling height of the first floor of 4.5 metres.

Taller buildings may be considered for approval by the County at the Gateway locations identified on **Schedule A** that are also within the Mixed-Use Corridor Designation.

g) All new development with frontage along Main Street, or Highway 6 within the Mixed Use Corridor Designation have at least 50% of its ground floor Gross Floor Area dedicated to non-residential uses, with a preference for retail and service commercial uses and restaurants. Residential uses shall only be permitted above the ground floor and/or on the ground floor in the rear of the building.

h) In the consideration of any Implementing Zoning By-law proposing to establish any of the permitted uses, the following shall be addressed:

- i) Adequate and appropriate access to the property from a public road; and,
- ii) The provision of adequate and appropriate parking and loading facilities. All development within the Mixed Use Corridor Designation shall provide adequate parking on-site.

i) Comprehensive block development of lands in separate ownerships will be required, to achieve well-designed and integrated development, including:

- i) Integrated internal circulation systems;
- ii) Co-ordinated access points, to minimize the total number of access points to abutting roads;

- iii) Compatible building design and location, to achieve a consistent streetscape and to be compatible with the heritage character of adjacent properties;
 - iv) Complementary landscaping plans;
 - v) Integrated parking areas; and
 - vi) Consistent signage and lighting facilities.
- j) The site plan control policies in accordance with the policies of Section 9.6.5 (Site Plan Control) of the Norfolk County Official Plan shall apply to all development applications in the Mixed-Use Corridor Designation.

6.5.4 Design Policies

- a) **General Design Policies** - The following policies apply everywhere within the Port Dover Downtown Designation:
- i) A minimum 2-storey street wall shall be maintained facing public streets along all streets;
 - ii) Buildings shall be oriented to frame the street edge and to create a strong street wall;
 - iii) Buildings shall front directly onto public streets and other public spaces, in order to clearly define the public realm and create an attractive and safe pedestrian environment;
 - iv) Buildings at corner locations shall be sited to address the intersection, with consideration given to both street frontages;
 - v) Buildings shall align with the existing street wall. In residential areas, buildings shall generally be aligned with the setbacks of their neighbours. For sites with ground floor commercial, consideration shall be given to zero setback;
 - vi) Main building entrances shall face the street and shall be clearly defined with architectural details and easily identifiable within the facade composition. Publicly accessible front entrances for stores, offices, and institutional uses shall permit barrier-free access and universal accessibility, including both visual and physical accessibility;
 - vii) Ground floor facades shall be highly transparent, including transparent windows and entrance doors, to establish a strong visual connection between the street and the interior of active ground floor uses; and,



2-storey street wall



Buildings front directly onto streets and public spaces



Facade rhythm through architectural articulation

viii) Facade rhythm will be established along a street wall through architectural articulation, including the use of fenestration, bands, columns, and other repeated elements.

b) **Design Policies for Parking and Access** - Guidelines for parking and access within the Port Dover Downtown Designation generally relate to the design and functionality of on- and off street parking and access driveways. The objective is to provide suitable parking and driveway options while reducing traffic impacts and the negative visual impact of surface parking lots. The following design policies apply:

i) Parking facilities shall be designed and located to minimize its impact on the streetscape and public realm to ensure that sidewalks and building facades define the street edge. As such:

- » Parking will not be permitted between the right of way and the building face or within front yard setback areas;
- » Side yard parking may be considered where site constraints are significant, but is generally discouraged;
- » Rear yard parking, or encouraging patrons to park in designated parking lots, is preferred;

ii) Parking lots shall be organized to minimize the number of potential pedestrian-vehicle movement conflicts. Where possible, parking areas shall be coordinated between multiple properties to maximize connectivity, improve traffic flow and increase the efficiency of parking;

iii) Parking lots shall be designed to enhance the feeling of safety through techniques such as maintaining clear sight lines for natural surveillance of the parking lot as well as minimizing dark, hidden or obscured areas. Parking lot design shall consider:

- » Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
- » Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks;



Landscaped medians and islands



Pedestrian-scaled walkways and landscaping enhance safety, movement and comfort

- » Pedestrian routes through parking areas shall be wide enough to accommodate comfortable travel and their walking surfaces shall be clearly differentiated from the parking areas with texture, material, colour changes or markings;
- iv) Where existing parking areas are adjacent to the sidewalk, a landscaped area shall be located between parking spaces and the sidewalk. Landscaping shall provide clear sight lines at eye level.
- v) Bicycle parking and racks shall be provided in locations that are close to building entrances but situated to avoid any conflicts for movement along pedestrian routes.
- vi) Where possible, access to parking areas shall be provided from side streets and laneways. Access to parking areas shall be defined through clearly designated entrances and exits.

6.6 Commercial Designation

- a) The County shall encourage the development, redevelopment and rehabilitation within the Commercial Designation, identified on **Schedule B**.
- b) The County will encourage new development within the Commercial Designation in accordance with the policies of Section 7.11 of the Norfolk County Official Plan and consistent with the Design Guidelines attached to this Plan as **Appendix I**.
- c) All development within the Commercial Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.

6.7 Major Institutional Designation

- a) The County shall encourage the development, redevelopment and rehabilitation within the Major Institutional Designation, identified on **Schedule B**.
- b) The County will encourage new development within the Major Institutional Designation in accordance with the policies of Section 7.14 of the Norfolk County Official Plan and consistent with the Design Guidelines attached to this Plan as **Appendix I**.

- c) All development within the Major Institutional Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.
- d) Former Port Dover Secondary School Site Specific Policy Area - On lands designated as Major Institutional – Site Specific Policy Area 6.7 d) on **Schedule B**, in addition to the permitted uses of the Major Institutional Designation, an elementary school, a day care facility, a public library and public recreational uses may be permitted. (7.14.3.1)

6.8 Parks and Open Space Designation

- a) The County shall encourage the development, redevelopment and rehabilitation within the Parks and Open Space Designation, identified on **Schedule B**.
- b) The County will encourage new parks to be identified throughout Port Dover in accordance with the policies of Section 7.15 of the Norfolk County Official Plan and consistent with the Design Guidelines attached to this Plan as **Appendix I**, including Guidelines applicable to:
 - i) Powell Park;
 - ii) Silver Lake Park;
 - iii) Vista Parks;
 - iv) Neighbourhood Parks within the Future Neighbourhoods Designation; and,
 - v) Parkettes.

6.9 Industrial Designation

- a) The County shall encourage the development, redevelopment and rehabilitation within the Industrial Designation, identified on **Schedule B**.
- b) The County will encourage new development within the Industrial Designation in accordance with the policies of Section 7.13 of the Norfolk County Official Plan and consistent with the Design Guidelines attached to this Plan as **Appendix I**.
- c) All development within the Industrial Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.

- d) Silver Lake Industrial Site Specific Policy Area - On land designated Industrial- Site Specific Policy Area 6.9 d) on **Schedule B** to this Plan, a trucking operation shall not be permitted and any proposals for redevelopment shall take into account the nature of the surrounding land uses. (4.13.3.1)

6.10 Major Public Infrastructure Designation

- a) The County shall encourage the development, redevelopment and rehabilitation within the Major Public Infrastructure Designation, identified on **Schedule B**.
- b) The County will encourage new development within the Major Public Infrastructure Designation in accordance with the policies of Section 7.17 of the Norfolk County Official Plan and consistent with the Design Guidelines attached to this Plan as **Appendix I**.
- c) All development within the Major Public Infrastructure Designation shall be compatible with existing development in proximity. Where appropriate, historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.

6.11 Hazard Land Designation

- a) Lands identified as within the Hazard Land Designation identified on **Schedule B** shall be subject to the policies of Section 7.3 of the Norfolk County Official Plan.
- b) **Restaurant/Spa Site Specific Policy Area** - On land designated Hazard Lands – Site Specific Policy Area 6.11 b) on **Schedule B** to this Plan, in addition to the uses permitted, a restaurant and a spa in conjunction with the restaurant shall be permitted.

6.12 Provincially Significant Wetland Designation

- a) Lands identified as within the Provincially Significant Wetland Designation identified on **Schedule B** shall be subject to the policies of Section 7.4 of the Norfolk County Official Plan.

6.13 Significant Woodlands

- a) Lands identified as within the Significant Woodlands Designation identified on **Schedule B** shall be subject to the following policies:

i) Any development proposal on a site which includes any lands identified within the Significant Woodlands Designation shall be accompanied by, or may be required to prepare a Tree Preservation Plan prepared. Tree Preservation Plans shall be submitted at the consent to sever and/or the draft plan of subdivision application stage, or at the site plan application stage, or as otherwise required by the County;

ii) A Tree Preservation Plan shall be prepared by a qualified professional in the field of ecology or forestry to the satisfaction of the County. A Tree Preservation Plan shall identify the present conditions of the site and shall make recommendations on tree preservation in conjunction with the development proposed. A Tree Preservation Plan shall include the following information:

- » Location of each tree exceeding 80 mm in diameter at 1.2 metres from ground elevation;
- »
- » Location and size of general areas of smaller trees or shrubs;
- » Species of plant material including botanical and common name;
- » Size of plant material (i.e. height, spread and caliper);
- » Crown of tree;
- » Condition (state of health);
- » Quality of tree with regard to species;
- » Sensitivity of tree to development; and,
- » Whether the tree is to be retained or removed, with reasons if the tree is to be removed.

b) In the consideration of development applications in which there is a net loss of any area within the Significant Woodland Designation, the County will require this loss be compensated by the developer with the replacement of trees in a location to be determined by the County. In determining appropriate compensation, consideration shall be given to the significance and value of the ecological function that the existing tree inventory provides.

7.0 NETWORKS AND INFRASTRUCTURE

- a) This Plan includes **Schedule C: Roads Plan** and **Schedule D: Active Transportation Plan**. To implement the development of new roads, and active transportation facilities, the relevant policies of Sections 8.1, 8.2 and 8.3 shall apply. With respect to water transportation, the relevant policies of Section 8.6 of the Norfolk County Official Plan shall apply. In addition, all roads, trails and active transportation facilities within Port Dover shall be designed to be consistent with the Design Guidelines attached to this Plan as **Appendix I**.
- b) With respect to matters related to required storm water management systems, the relevant policies of Sections 8.7 and 8.9.4 of the Norfolk County Official Plan shall apply. . In addition, all storm water management facilities within Port Dover shall be designed to be consistent with the Design Guidelines attached to this Plan as **Appendix I**.
- c) With respect to matters related to required utilities, telecommunications, water, and wastewater systems, the relevant policies of Sections 8.7 and 8.9 of the Norfolk County Official Plan shall apply.
- d) With respect to matters related to noise, vibration, odour and light emissions, the relevant policies of Section 8.8 of the Norfolk County Official Plan shall apply.
- e) With respect to matters related to waste management, energy supply and transmission and emergency services, the relevant policies of Sections 8.10, 8.11 and 8.12 of the Norfolk County Official Plan shall apply.
- f) With respect to matters related to capital and public works, the relevant policies of Section 8.13 of the Norfolk County Official Plan shall apply.

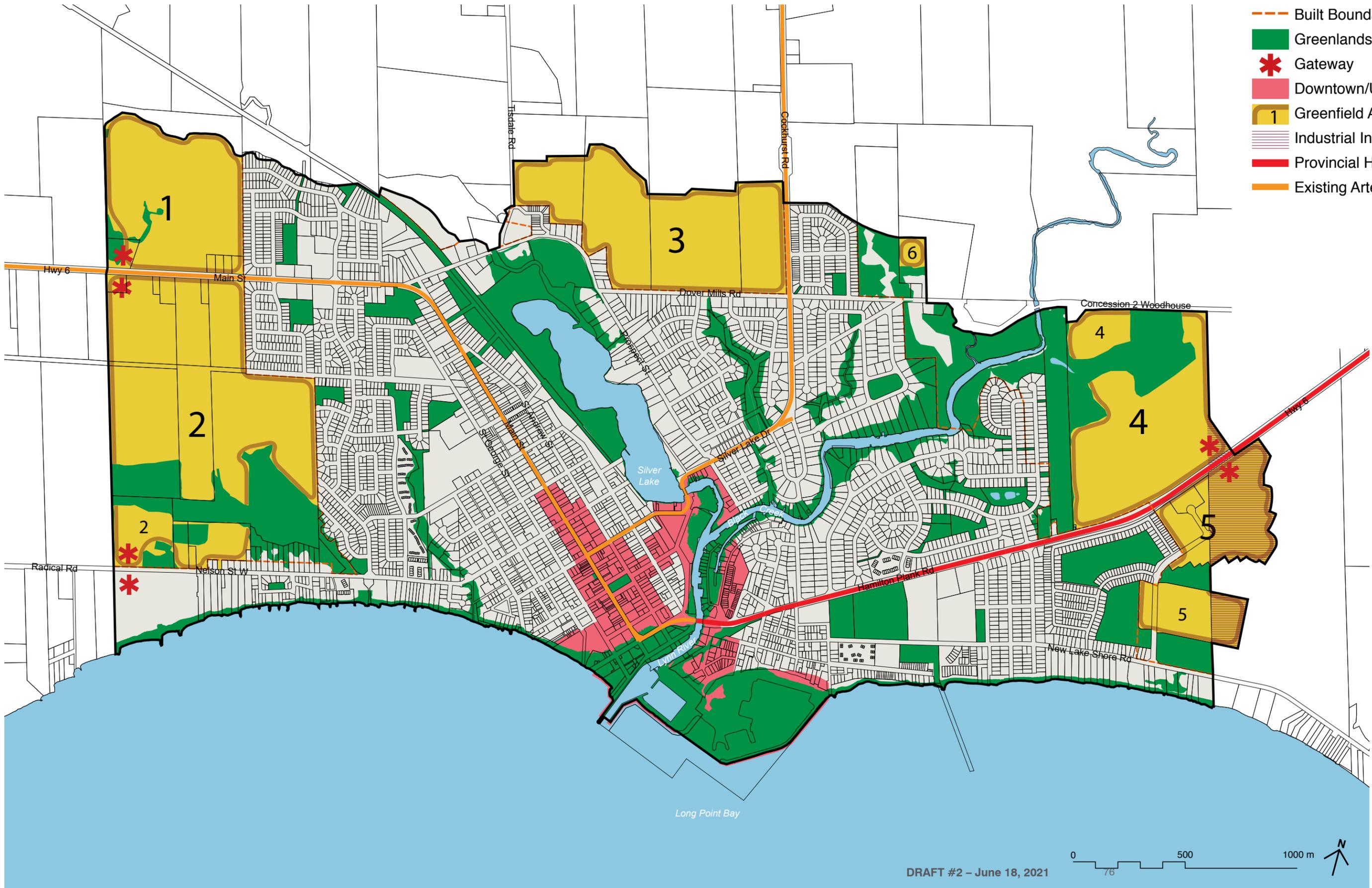
8.0 IMPLEMENTATION AND MONITORING

- a) This Plan applies to all planning decisions within the boundaries of the community of Port Dover, as identified on **Schedule A**. To implement and monitor this Plan, all of the relevant policies of Section 9 of the Norfolk County Official Plan shall be applied.

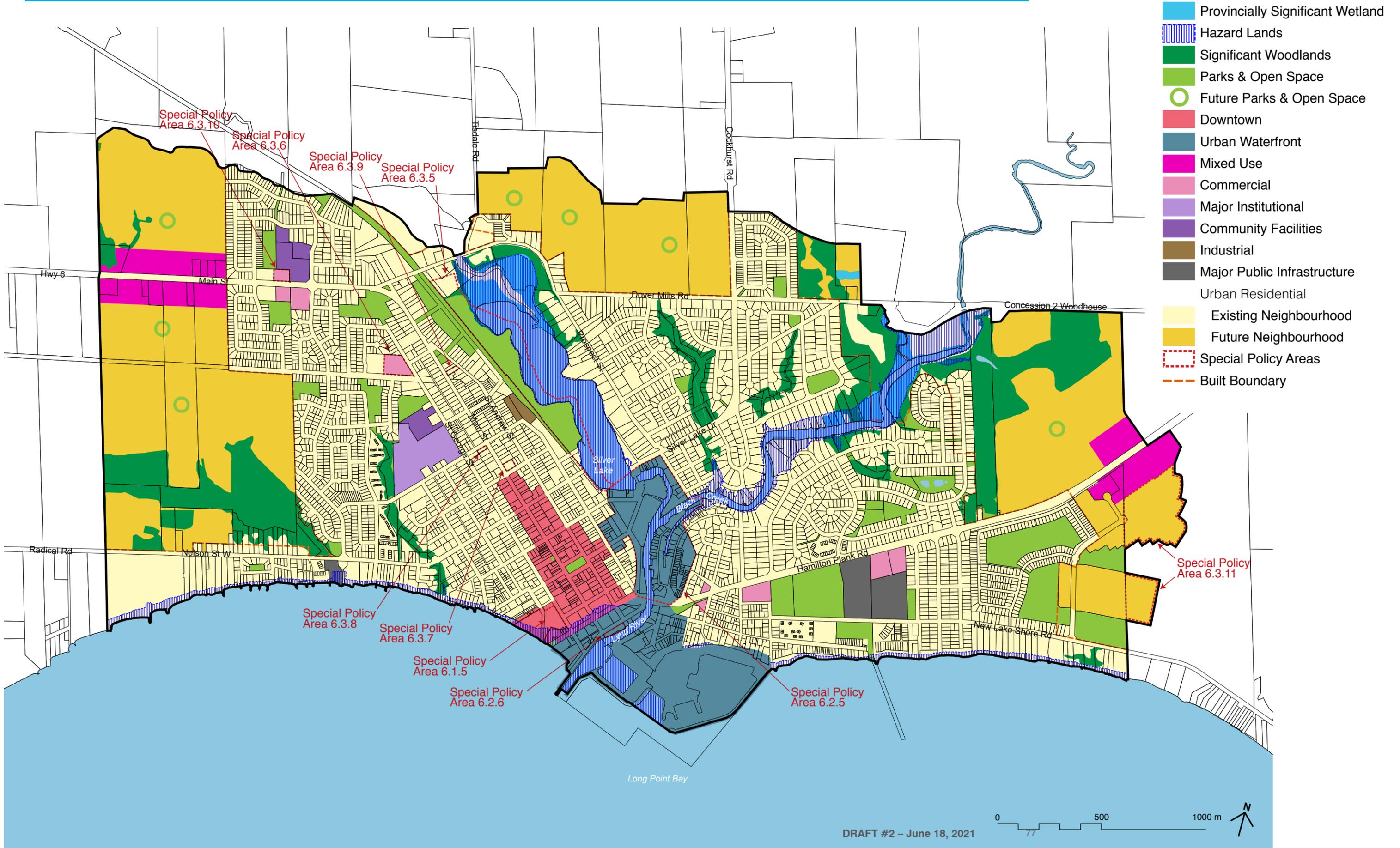
Schedule A: Community Structure

Legend

-  Settlement Boundary
-  Built Boundary
-  Greenlands System
-  Gateway
-  Downtown/Urban Waterfront
-  Greenfield Areas
-  Industrial Influence Area
-  Provincial Highway
-  Existing Arterial Road



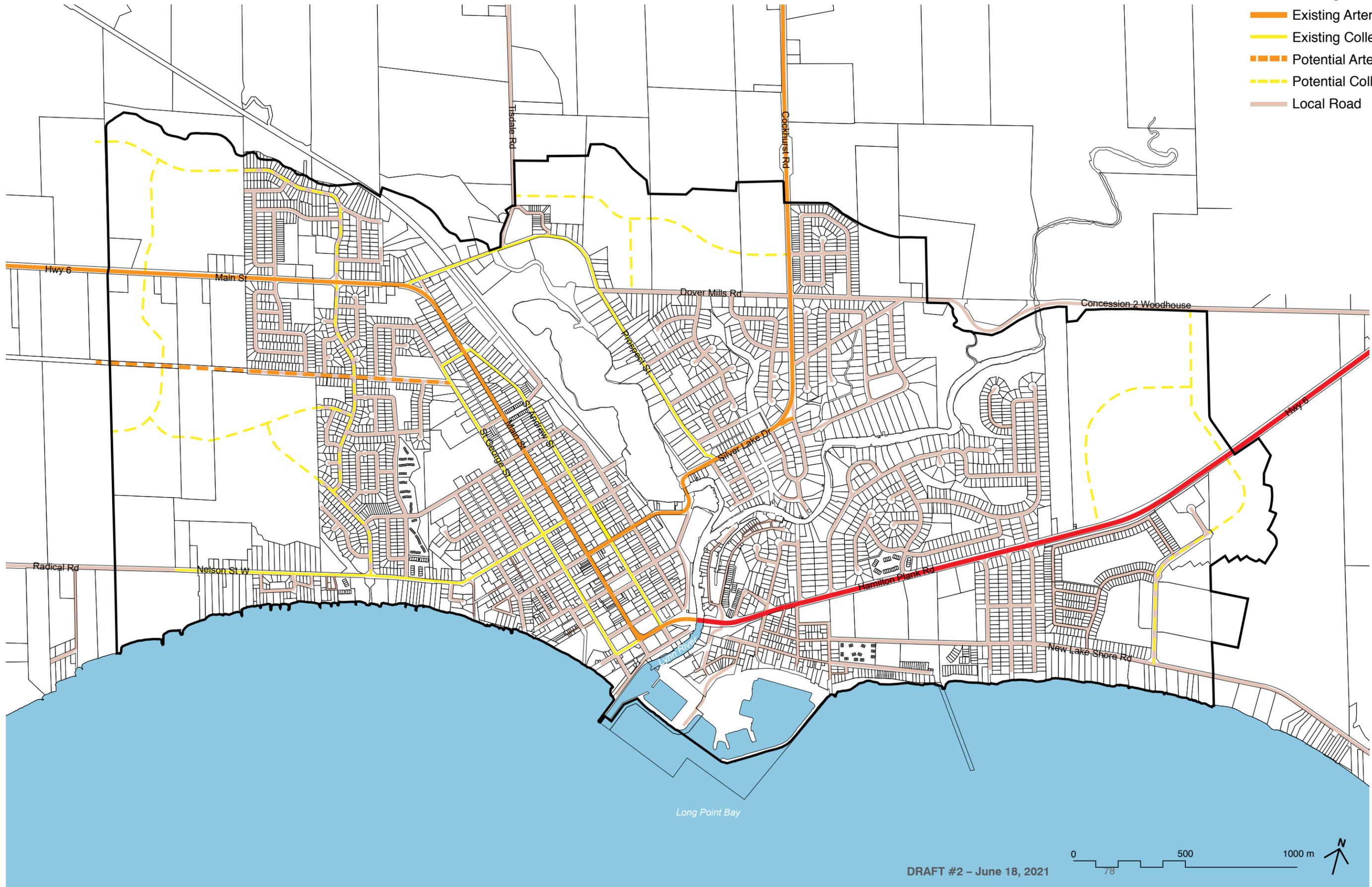
Schedule B: Land Use



Schedule C: Roads Plan

Legend

- Existing Provincial Highway
- Existing Arterial Road
- Existing Collector Road
- Potential Arterial Road
- Potential Collector Road
- Local Road



Schedule D: Active Transportation Plan

Legend

- Existing Off Road Trail
- Existing Paved Shoulder
- Proposed Paved Shoulder
- Proposed Bike Lane
- Proposed Signed Route With Sharrows
- Proposed Signed Route
- Lake Erie Waterfront Trail
- Existing Water's Edge Trail
- Proposed Water's Edge Trail



Long Point Bay

DRAFT #2 - June 18, 2021



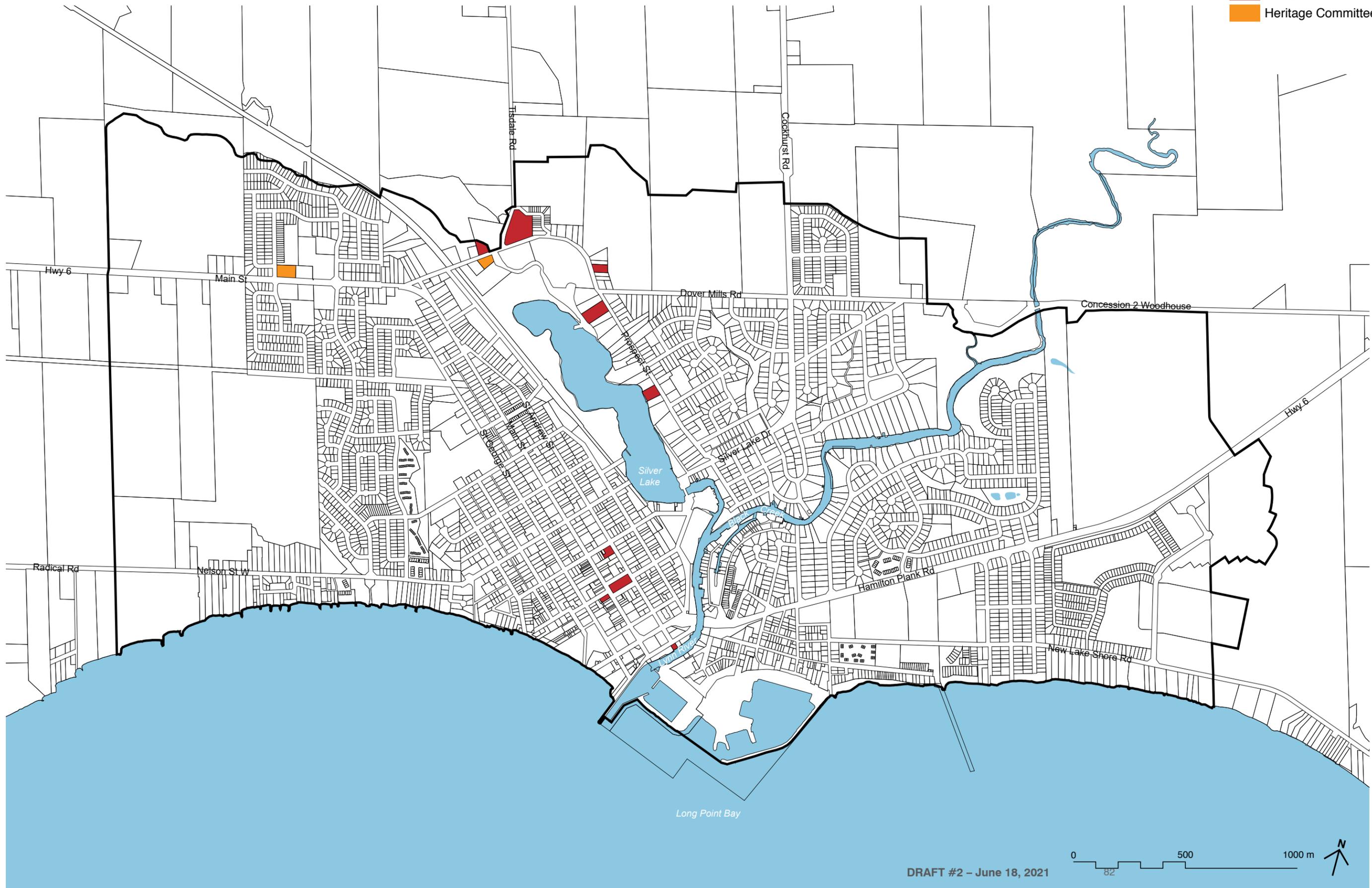
Appendix I: Port Dover Design Guidelines

Appendix II: Cultural Heritage Resources

Appendix II: Cultural Heritage Resources

Legend

- Designated Property
- Heritage Committee Identified Property



Appendix III: Urban Forestry Guidelines
