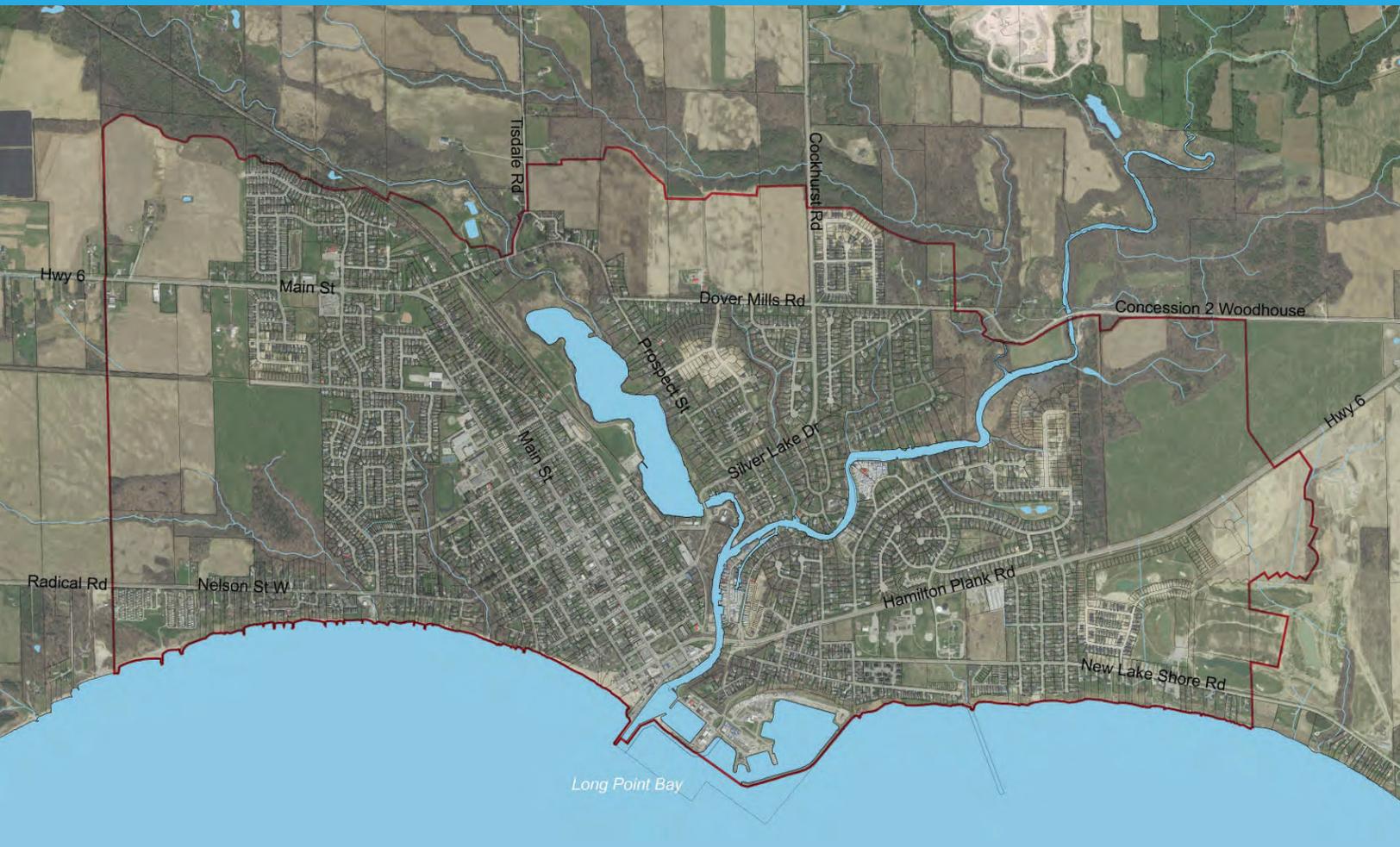


# Port Dover Secondary Plan



## Background Report

DRAFT July 31, 2020



PLAN B Natural Heritage

BA Group

SCS Consulting Group



# Contents

- 1 Introduction** ..... 3
- 2 Planning** ..... 5
- 3 Downtown** ..... 17
- 4 River & Lakefront** ..... 25
- 5 Natural Heritage** ..... 28
- 6 Servicing** ..... 40
- 7 Transportation** ..... 45
- APPENDIX** ..... 51



*Study area for the Port Dover Secondary Plan*

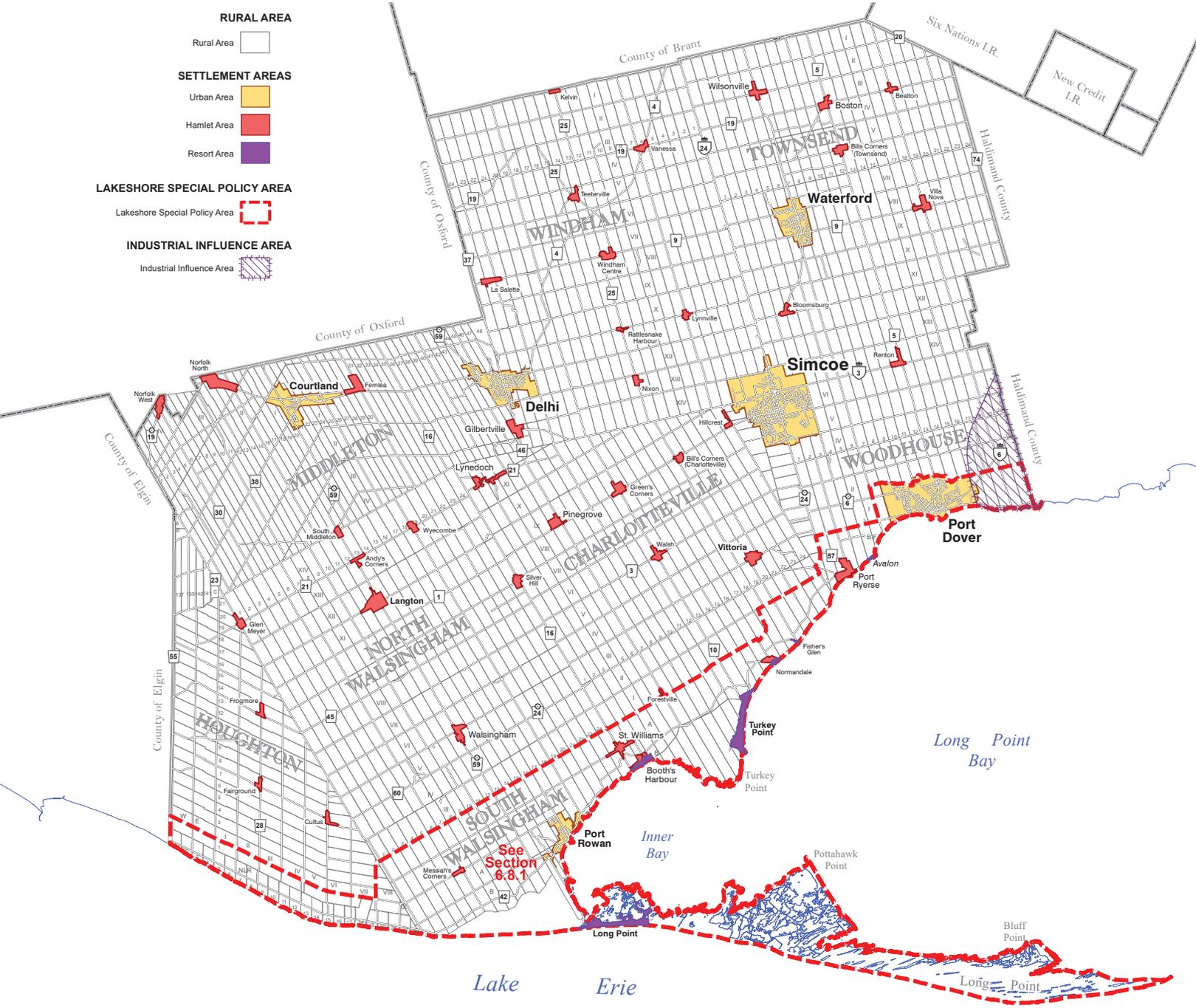
# 1 Introduction

Norfolk County is preparing a Secondary Plan for Port Dover to provide a clear and detailed planning framework for the waterfront, downtown and future residential development within the urban boundary. The Secondary Plan will be used to guide municipal stewardship of the lake and river and natural heritage areas, create a vision for downtown and evaluate development applications.

Council's vision for the Port Dover Secondary Plan is to transform Port Dover into a world-class tourist destination with a thriving economy, vibrant community spirit and protected natural heritage system. The Secondary Plan will provide the mechanisms to enhance the beauty of its waterfront, the place-making tools to spark the unique character of the small town, and the policies to protect the long-term financial and ecological health of the area.

As part of Phase 1 of Secondary Plan process, the team has reviewed background information to understand existing conditions and to identify the key considerations for the Secondary Plan. This report summarizes the review of:

- Planning by The Planning Partnership;
- Downtown Port Dover by The Planning Partnership;
- River and lakefront by The Planning Partnership;
- Natural heritage by PLAN B Natural Heritage;
- Servicing by SCS Consulting Group; and,
- Transportation by BA Group.



Norfolk County Official Plan Schedule A - Community Structure

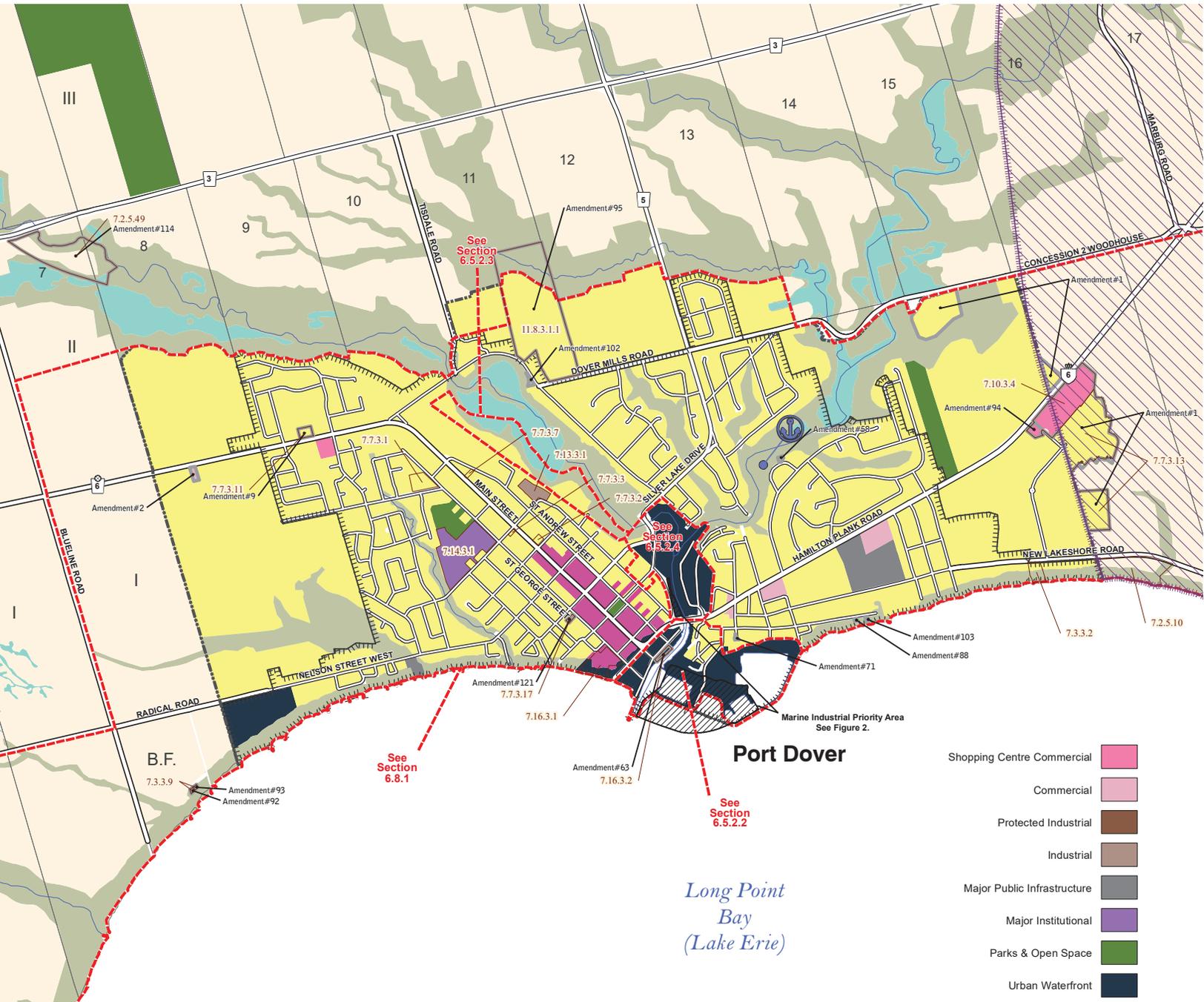
# 2 Planning

## 2.1 Planning Policy

### Schedule A - Community Structure

Port Dover is identified on Schedule A of the Official Plan as an Urban Area. It is also located within the Lakeshore Special Policy Area, and the far eastern edge of the community is identified as within the Industrial influence Area.

- The **Urban Areas** have been identified as places that will accommodate the greatest amount of growth over the planning horizon. The Urban Areas will accommodate a wide range of uses such as residential, commercial, various employment uses, entertainment, cultural, and health services.
- The **Lakeshore Special Policy Area Secondary Plan** encompasses the entire extent of Norfolk County's waterfront, lakeshore related Settlement Areas and related Agricultural Area. The Lakeshore Special Policy Area Secondary Plan provides more detailed policies related to growth management, agriculture, natural and cultural heritage, tourism and recreation, infrastructure and community design for the County's lakeshore, recognizing the unique attributes and development pressures along the lakeshore.
- The **Industrial Influence Area** is a 3 kilometre buffer around the exterior of the Lake Erie Industrial Park that protects heavy industrial uses from new incompatible land uses that would reduce their ability to operate effectively. Uses that are permitted with the Agricultural Designation, including limited residential development is permitted within the Industrial Influence Area.



Norfolk County Official Plan Schedule B-16 - Land Use

Long Point Bay (Lake Erie)

Port Dover

- Agricultural
- Hazard Lands
- Provincially Significant Wetland
- Hamlet
- Resort Residential
- Urban Residential
- Mixed Residential/Commercial
- Downtown
- Shopping Centre Commercial
- Commercial
- Protected Industrial
- Industrial
- Major Public Infrastructure
- Major Institutional
- Parks & Open Space
- Urban Waterfront
- Built Boundary
- Special Policy Area
- Site Specific Policy Area
- Industrial Influence
- Marine Use in Hazard Lands (Section 7.3.1(g)(iii))
- Urban Area Boundary
- Hamlet Area Boundary
- Resort Area Boundary

## Schedule B-16 - Land Use

This is a complex schedule that identifies the land use pattern within the urban area boundary of the Port Dover Community. The Schedule also identifies the Built Boundary and the Special Policy Area Boundary. Within the Special Policy Area Boundary, there are a number of site specific policy references - Sections 6.5.2.2, 6.5.2.3, 6.5.2.4, and 6.8.1.

### 6.5.2.2 Port Dover Waterfront Special Policy Area

- The County identifies the Port Dover Waterfront Area as an important tourism and economic resource, and it is the intent of the County's Official Plan that the Area remain an area that supports tourism, the commercial fishery, and provides recreational, commercial and cultural opportunities for residents.

### 6.5.2.3 Silver Lake Special Policy Area

- The Silver Lake Policy Area is an area that has historically included industrial and open space uses and is identified as an area that can transition to open space and recreational uses through the creation of a linkage between the Downtown Area with the open space areas and the Lynn Valley Trail.

### 6.5.3.4 Lynn River/Black Creek Special Policy Area

- This area is the site of marine industries, as Lynn River is the main artery for marine traffic to this area. The Lynn River/Black Creek Special Policy Area has the potential to support a variety of interests related to tourism, recreation and innovative residential development as well as supporting the existing marine industries, while recognizing that a significant portion of the lands within this Area are considered Hazard Lands.
- It is the intent of the County's Official Plan to create a continuous link for commercial and tourism related uses between the Downtown Area and the waterfront through the Lynn River/Black Creek Area and back to the Downtown Area through a connection along Market Street, Chapman Street and Powell Park.

## 6.8.1 Lakeshore Special Policy Area

- The Lakeshore Special Policy Area Secondary Plan provides more detailed policies related to growth management, agriculture, natural and cultural heritage, tourism and recreation, infrastructure and community design.

The majority of the Town is Urban Residential. The following other land use designations are identified:

- **Downtown** – This designation is the most permissive, allowing retail, office, service, entertainment, and other commercial uses, as well as government, institutional, residential and community activities. The Downtown designation promotes pedestrian scaled, compact development, with active and attractive uses at grade.
- **Shopping Centre Commercial** – This designation applies to the existing shopping centres located outside of the Downtown areas and permits a wide range of commercial uses that are primarily related to retail, as well as a limited amount of office uses related to the local area. This designation also permits medium and high-density housing. Shopping centre commercial uses are generally located along Provincial Highways and arterial roads.
- **Commercial** – This designation applies to commercial areas along the major transportation routes, and permits retail and commercial uses which are intended to serve the travelling public and are space-extensive, destination uses. Residential uses are permitted within this designation.
- **Urban Waterfront** – This designation applies to urban areas in direct proximity to Lake Erie's water's edge and permits commercial and service facilities. Residential development is permitted as long as it is located within a mixed-use building. This designation is largely composed of lands that are within flood prone area and are considered to be hazard lands.

- **Major Institutional** - This designation applies to major public institutions within the County, and also permits places of worship, cultural facilities, special needs housing including housing for seniors, and other clubs and organizations.
- **Parks + Open Space** – This designation applies to parks and open space within the county and permits a wide range of recreational facilities and uses.
- **Major Public Infrastructure** - This designation applies to public services and is to be protected from intrusions by sensitive land uses.
- **Industrial** – This designation applies to older industrial sites that are under-utilized and are situated near residential areas, making it difficult to attract new industrial investment. The conversion of industrial lands within this designation to uses more compatible with the neighbourhood context is encouraged.
- **Marine Use in Hazard Lands (Section 7.3.1 (g) (iii))** – This designation permits marinas that may include a restaurant, recreational park and or sales/service function in association with the marine operation and accessory uses.
- **Provincially Significant Wetland** – This designation permits agricultural uses, conservation management, recreational and educational activities, hunting/trapping, boardwalks, fish hut, and duck blinds.
- **Hazard Lands** – This designation applies to lands that have an inherent environmental hazard. Permitted uses within this designation include agriculture, forestry, conservation, flood and erosion controls, outdoor recreational uses, resource extraction and marine uses.

There are also a host of site-specific Official Plan Amendments located throughout the community.

#### Schedule D-6 - Source Water Protection

This map identifies that the Port Dover Community lies outside of the Highly Vulnerable Aquifers that cover most of the rest of the County.

#### Schedule D-7 - Source Water Protection

This map identifies that the Port Dover Community lies outside of the Significant Groundwater Recharge Areas that cover most of the rest of the County - with the minor exception of a small area in the far north-west of the Community.

- The Significant Groundwater Recharge Areas have been identified within Norfolk's Official Plan for information purposes only. The Source Water Protection Plans that govern Norfolk County do not currently contain specific policies relating to Significant Groundwater Recharge Areas and no Official Plan policies are in place in relation to Significant Groundwater Recharge Areas.

#### Schedule J-5 - Natural Resources

This map identifies that much of central and western Port Dover is within an Abandoned Petroleum Pools Area, with some pockets identified as Suspended Petroleum Pools. Much of the lands abutting the creek systems are identified as a Bedrock Resource. There is also a Closed Waste Disposal Site identified on the Map.

- The Official Plan states that exhausted petroleum resource areas and wells be rehabilitated for appropriate uses that are compatible with the surrounding areas.
- Bedrock Resource Areas shall be protected for future use, and any development or changes in land use which would prevent future use will not be permitted unless it can be demonstrated that:
  - Resource use would not be feasible
  - Proposed development or land use serve a greater long-term interest
  - Issues of public health, public safety and environmental impact addressed

- Wayside pits and quarries are not permitted adjacent to or within Provincially Significant Features, Natural Heritage Features, Urban Areas, Hamlet Areas or Resort Areas.

Redevelopment of closed Waste Disposal Sites is permitted by way of Official Plan and Zoning By-law amendments. In addition, development proposals within 500 metres of a closed Waste Disposal Site shall be accompanied by a hydrogeologic/engineering study, which will address any mitigation measures required.

### Lakeshore Special Policy Area Secondary Plan

The Lakeshore Special Policy Area (LSPA) Secondary Plan (2009) includes policies and supporting Community Design Guidelines that manage growth, address and protect the special lakeshore attributes and the unique local land use arrangements in order to ensure the community, environmental and economic sustainability of the County's waterfront.

The LSPA includes the entire extent of the County's waterfront, lakeshore related Settlement Areas, and related Agricultural Area and is identified on Schedule F - Community Structure.

**Schedule F - Community Structure** - This map is related to the Lakeshore Special Policy Area Secondary Plan. It identifies conceptually that the core of Port Dover is an Urban Tourism Node, and Nelson Street West is identified as Ontario's South Coast Scenic Route.

- Urban Tourism Nodes are intended to be the focus of tourism and economic activities, and a range of tourism related uses such as commercial, accommodations, restaurants, entertainment and recreational uses are permitted and encouraged. Within an Urban Tourism Node, tourism development should be primarily directed to Downtown Area and to lands within the Urban Waterfront Designation.
- Ontario's South Coast Scenic Route extends across the County's lakeshore and is envisioned as both a scenic drive and recreational trail, which will accommodate a variety of active transportation users and link major tourist, recreation, agriculture and natural environment destinations along the lakeshore. Recreational, commercial and tourism uses are permitted and encouraged along the Scenic Route.

### **Schedule H-1 - Port Dover Neighbourhood Planning Areas**

- This map is related to the Lakeshore Special Policy Area Secondary Plan. This map identifies two Neighbourhood Planning Areas - Port Dover West, and North Dover Mills.

- Neighbourhoods Planning Areas are areas that have been identified where a Neighbourhood Plan will need to be prepared prior to development occurring.

### **Schedule H-1A - Port Dover Neighbourhood Planning Areas**

- This map is related to the Lakeshore Special Policy Area Secondary Plan. It identifies a more detailed residential density distribution and primary road pattern for most of the North Dover Mills Neighbourhood Planning Area.

- The North Dover Mills Neighbourhood Planning Area is subject to a Neighbourhood Plan. Neighbourhood Plans provide a more detailed land use plan and specific policies to guide and manage future development. The North Dover Mills Neighbourhood Plan permits high density residential, which allows for apartment buildings and other residential buildings of similar density, medium density residential, which allows for converted dwellings with more than 2 units, triplexes, fourplexes, townhouses, walk-up apartments and other residential buildings that have a net density of 15 units per hectare and single detached dwellings.

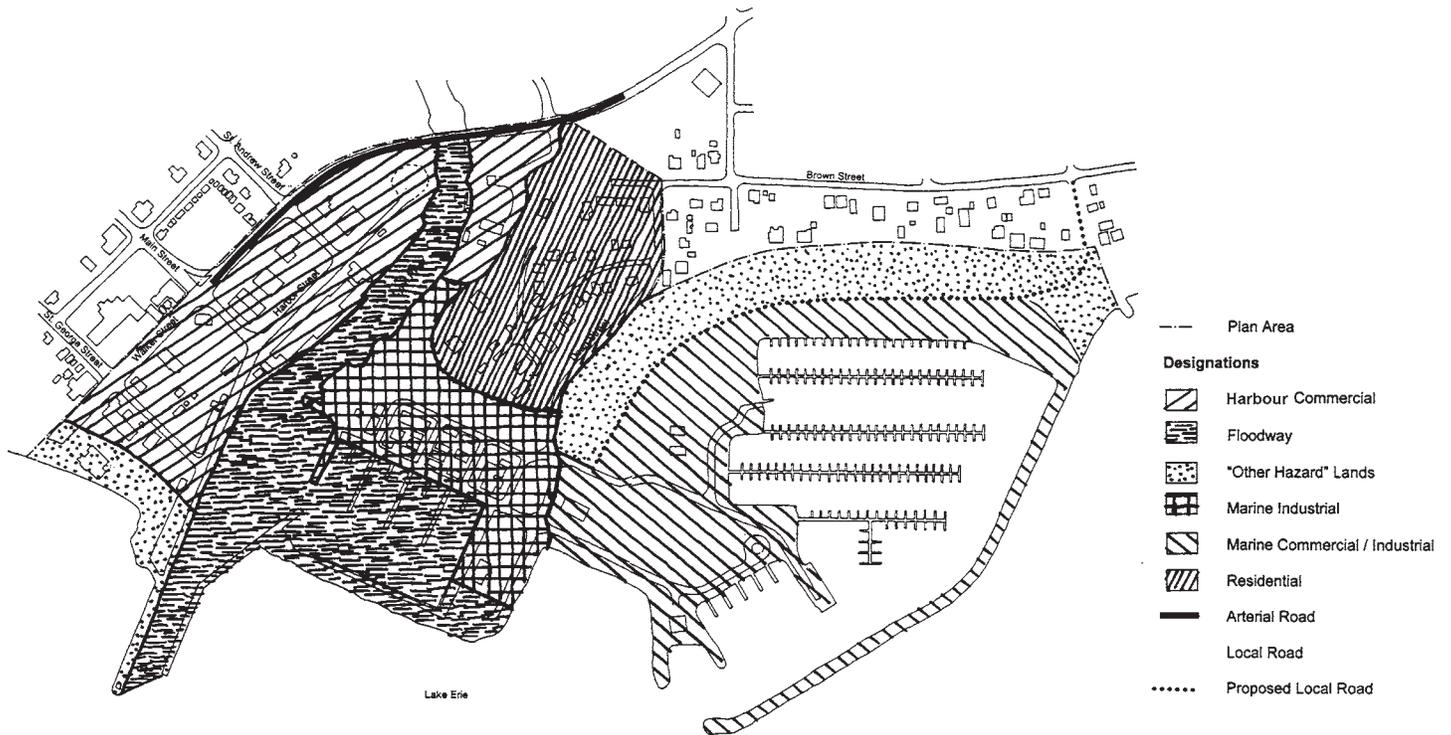
### **Port Dover Waterfront Secondary Plan**

The Port Dover Waterfront Master Plan and Secondary Plan was completed in 2001 for the former City of Nanticoke with the intent to guide future development in a manner that is compatible with the existing character and charm of Port Dover.

The Secondary Plan moved the emphasis for development appraisal from controlling the land use to the careful review of built form and compatibility for which the Secondary Plan policies and companion Urban Design Guidelines provide the framework.

**Land Use Map** - This map (at right) from the Port Dover Waterfront Secondary Plan identifies six land use designations in the Port Dover Waterfront:

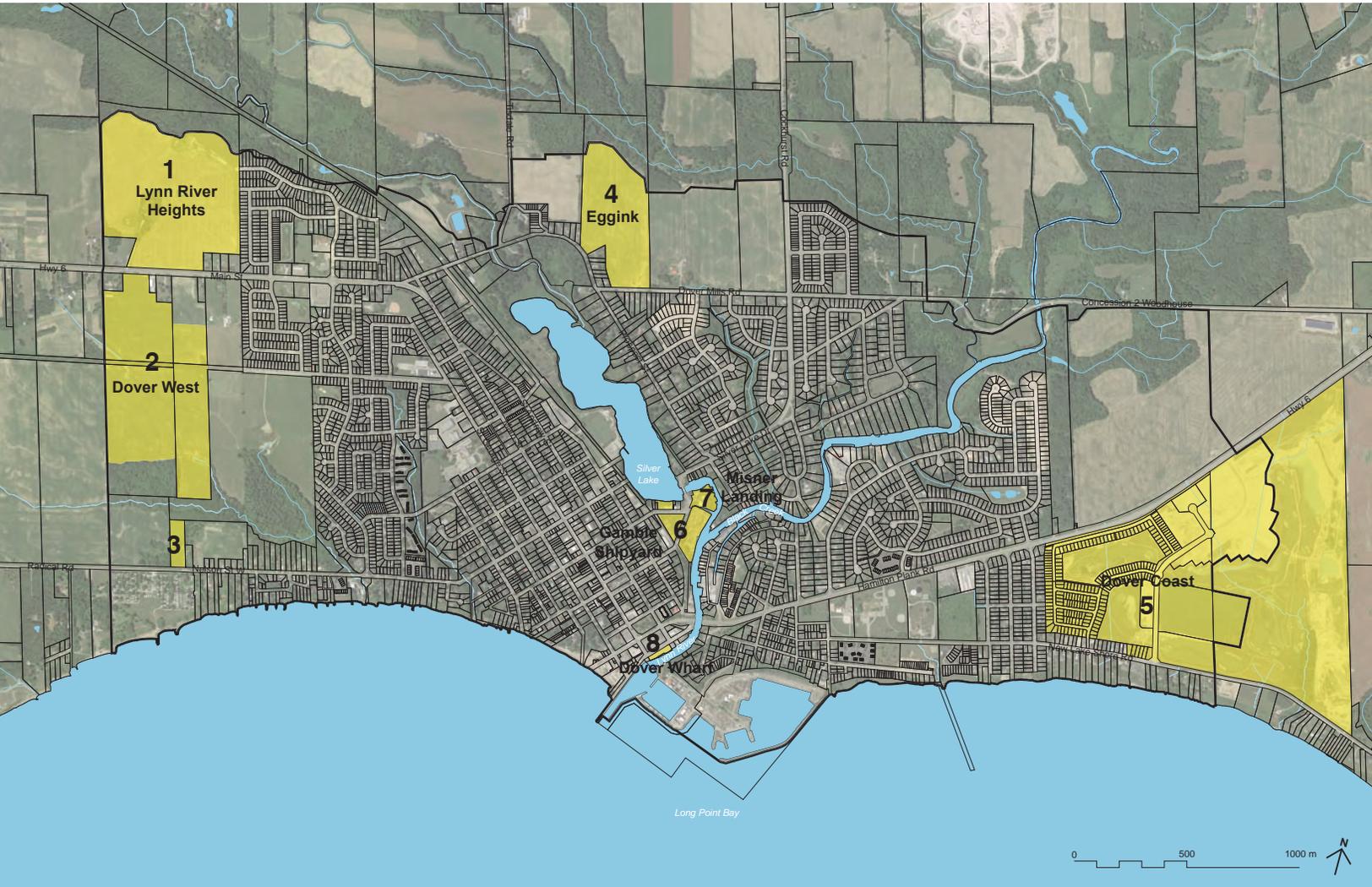
- **Harbour Commercial** – This new designation permitted a wide range of mixed retail, commercial and residential uses, but any residential and office uses may not be located at grade.
- **Floodway** – Applied the policies of Sections P.1 and P.2 of the Nanticoke Official Plan.
- **Other Hazard Lands** – Applied the policies of Section P.4 of the Nanticoke Official Plan.
- **Marine Industrial** – Applied the Marine Industrial designation and policies of Section J.5 from the Nanticoke Official Plan with intent to protect and maintain the Commercial Fishing Port as an ongoing viable commercial/ industrial activity that has historic relevance and adds to the charm and appeal of the community.
- **Marine Commercial/Industrial** – This new designation permitted restaurants and snack bars, marinas and related retail, commercial, office, recreation, club house and banquet uses and facilities, parks, open space uses and public walkways, and industrial uses including boat-works and other marine related commercial uses, with the intent to promote and encourage the ongoing operations and the potential expansion of the facilities and services of the Recreational Marina.



Land Use Map from Port Dover Waterfront Secondary Plan

- **Residential** – Applied the policies of Section G of the Nanticoke Official Plan with the intent to protect and enhance the existing Residential Neighbourhood.

The policies of Section G of the Nanticoke Official Plan were applied to the road classifications identified on the Land Use Map. A new roadway was identified that may be required to service the existing Recreational Marina and Commercial Port.



Map of Development Activity in Port Dover

**1 Lynn River Heights**



**4 Eggink**



## 2.2 Development Activity

### Development Applications

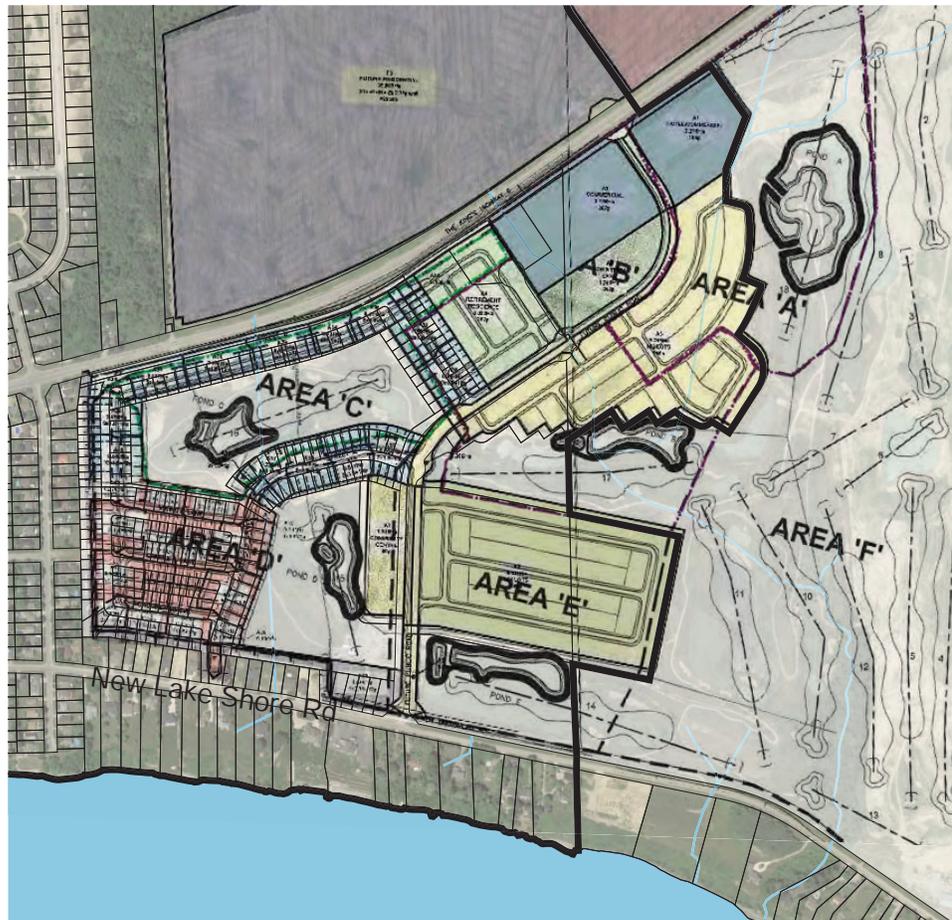
The following table summarizes the status of the development applications in Port Dover.

#	Name	Status
1	Lynn River Heights	On hold until the end of the ICB, but all comments addressed and ready for public meeting when ICB is lifted
2,3	Dover West	?
4	Eggink	Appealed for non decision
5	Dover Coast	<ul style="list-style-type: none"> <li>LTC is exempt from ICB (except it's approved for more beds)</li> <li>Site Plan for the hotel and convention Centre is on hold</li> <li>Residential south of Highway 6 is all approved - Phase 1 complete, Phase 2 under construction/complete</li> <li>No plans for lands north of Highway 6</li> </ul>
6	Gamble Shipyard	Has OPA and ZBL and wants to move ahead in spite of ICB
7	Misner Landing	Referred to LPAT
8	Dover Wharf	Under Construction

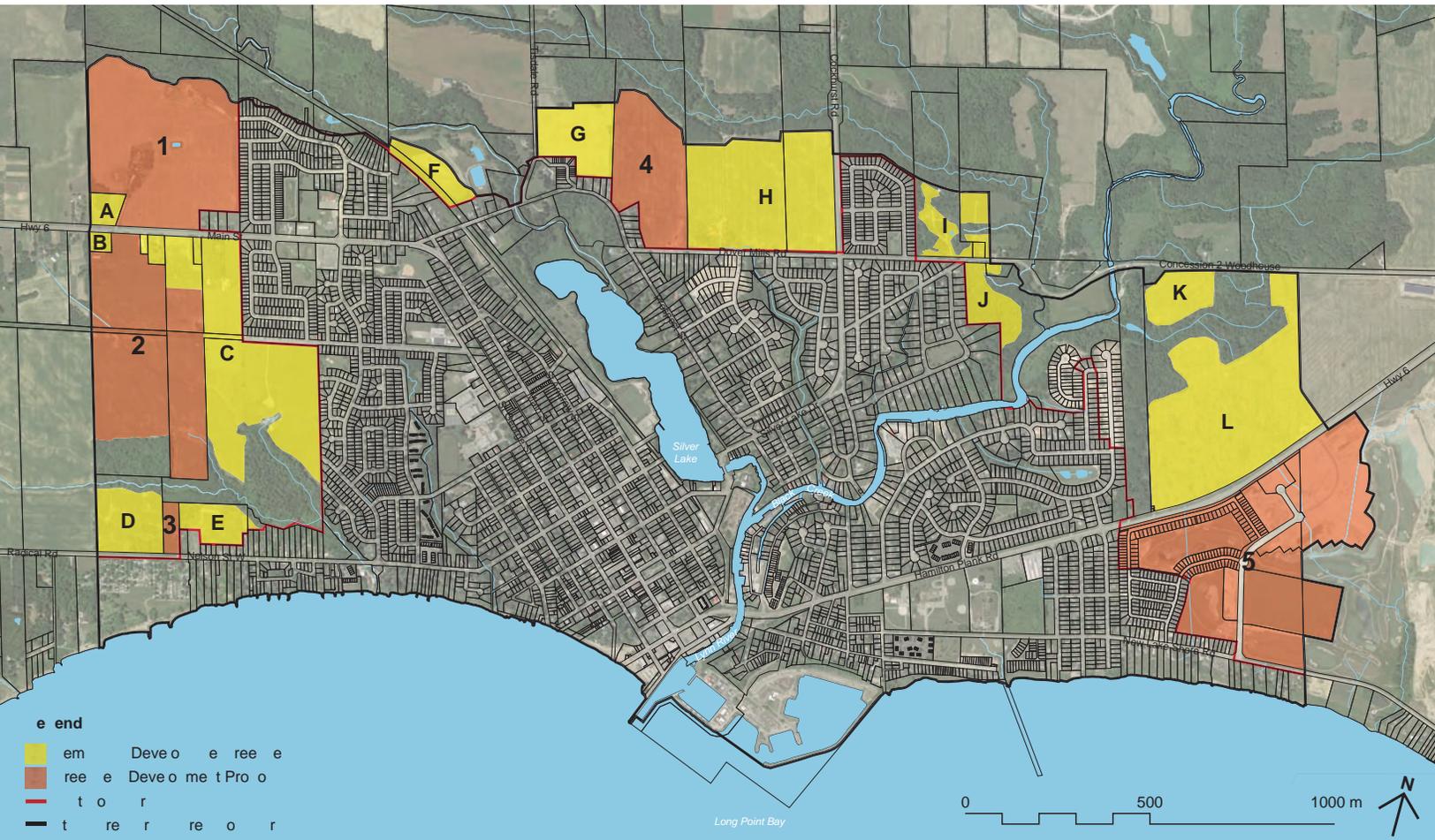
### 2,3 Dover West



### 5 Dover Coast



## Development Projections for Greenfield Lands



## Development Projections for Greenfield Lands

Name	Parcel	Area (Ha)	Units	Density
Lynn River Heights	1	35.5	499	14
Dover West	2	35.4	870	25
Dover West (south parcel)	3	1.4	34	24
Eggink	4	15.6	160	10
Dover Coast	5	52.3	473	9
<b>Totals</b>		<b>140.2</b>	<b>2,036</b>	<b>15</b>

Parcel	Area (Ha)	Units	Density
A	1.6	23	15
B	0.7	10	15
C	31.5	457	15
D	6.8	99	15
E	4	58	15
F	4.1	60	15
G	7.9	115	15
H	27.7	402	15
I	4.6	67	15
J	4.6	67	15
K	4.9	71	15
L	35.2	511	15
<b>Totals</b>	<b>134</b>	<b>1,940</b>	<b>15</b>

Population			
<b>Combined Totals</b>	<b>274</b>	<b>3,976</b>	<b>11,928</b>

## 2.3 Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts.

- Range of housing planned in Future Residential Areas and through intensification.
- Location of neighbourhood defining elements planned for in the Future Residential Areas in order to ensure that newly developing areas contribute to the character of Port Dover
- Mix of uses in Future Residential Areas to provide the opportunity for residents to walk to shops and services in their neighbourhood
- Protection of the natural heritage system in newly developing areas and in the current built up area
- Public access along or near the water's edge of the lake and rivers
- Provision of community amenities in newly developing areas
- Phasing of development to enable servicing
- How big does Port Dover want to be? There is tremendous potential for growth in the Future Residential Areas.

# Official Plan Land Uses for Downtown Port Dover





## Public Parks in Downtown Port Dover



## Land Ownership (Public/Accessible) in Downtown Port Dover



## Heritage in Downtown Port Dover



1



2



3



4



5



6

Designated Heritage in Downtown Port Dover

## Main Street Frontage in Downtown Port Dover



Frontage along Main Street

Frontage along Main Street

## Vacant Sites with Potential in Downtown Port Dover



### 3.1 Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts.

- Parking - determining the most appropriate number, type, location and form of management
- Pedestrian priority areas - clarifying the implications for traffic circulation and parking
- Determining the most appropriate form and character of new development
- How to celebrate the history and stories of Port Dover
- How to create a healthy vibrant downtown year round
- A range of housing to provide options in type and tenure for a all demographics – singles, couples, young families, seniors.
- Boundaries of the Downtown – should it be extended west to include St. George Street or south across the River or to include the waterfront?
- Managing the type of retail – understand the concerns related to brand retail and restaurants
- Design guidelines to protect the character of Main Street



Land Ownership in Port Dover's Central Waterfront Area

## 4 River & Lakefront

Lands along the Lynn River and Lake Erie waterfront are specific areas to be addressed in the Secondary Plan. Port Dover is well known as a waterfront community. The beach, cottage rentals, the harbour and marinas are core attractions in Port Dover.

A Waterfront Master Plan and Secondary Plan was prepared in 2001. It is based on three guiding principles:

**Accessible** – planning for continuous and safe routes for pedestrians and cyclists, connecting the larger trail systems, balancing vehicle access and demand for parking in peak use periods

**Diverse** – celebrate and promote the diversity of use and builds, in particular the commercial fishing port

**Attractive** – protect and plan for a mix of building styles and uses to add to the inherent charm in the character of the waterfront area.

The Waterfront Master Plan and Secondary Plan is based on a number of structuring elements:

- Provides a variety of key public places, linked together by a continuous pedestrian walkway along the waterfront
- Establishes a history walk along Harbour Street



Demonstration Plan from the 2001 Waterfront Master Plan & Secondary Plan

- Accommodates new private development to complement uses in the harbour commercial district, with 3 scenarios for redevelopment on key vacant or under used parcels.
- Maintains the commercial fishing port
- Opportunity for an expanded Recreational Marina with an extension to the breakwater that could provide a safe protected harbour for an additional 300 boats.

The Waterfront Master Plan and Secondary Plan includes urban design guidelines to provide general direction for development for streets,

public spaces and new buildings. They provide an expression of the vision for the waterfront, providing some flexibility in interpretation. Guidelines were provided for:

- Streets
- Walker Street - South of Main Street
- Harbour Street
- Pedestrian Routes
- Key Public Places
- The Pier
- Gateways
- Buildings
- Signage and Logo
- Parking Lots



Current Development Activity in Port Dover's Central Waterfront

## 4.1 Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts.

- Parking - determining the most appropriate number, type and location
- Pedestrian priority areas - clarifying the implications for traffic circulation and parking
- Determining the most appropriate form and character of new development
- Enabling public access to the water's edge
- Public ownership of the beach
- Celebrating the history and stories of Port Dover
- A range of housing to provide options in type and tenure for a all demographics – singles, couples, young families, seniors.
- Improved public access and amenities at the marina
- Consider including Silver Lake and it's parkland in the core waterfront lands
- Special policies for the river edge lands to the urban boundary

# 5 Natural Heritage

## 5.1 Introduction

The following provides an overview level description of the existing environmental conditions and opportunities/constraints to future urban development within the Port Dover Secondary Plan study area. A primary objective of the Secondary Plan should be to ensure there is no net loss of existing habitat cover within Port Dover.

The information provided was used to establish a defensible environmental protection/enhancement framework for the preparation of a land use concept plan and policies for Port Dover. The overview was based on existing background information sources obtained from the County of Norfolk, the Long Point Region Conservation Authority (LPRCA), the Land Information Ontario office, and the Natural Heritage Information Centre.

Port Dover is located on the north shore of Lake Erie in association with the Lynn River and Black Creek valleys. The secondary plan study area is mainly urban in character with cultivated agricultural land located along the west, east and north fringes of the village. Key natural heritage system features identified within the village include the following (Source: Norfolk County Official Plan 2020):

- Lake Erie and associated shoreline and beach ridge.
- Lynn River.
- Black Creek.
- Silver Lake.
- Black Creek Provincially Significant Wetland (PSW) Complex – in association with the Lynn River and Black Creek drainage systems.
- Significant woodlands (as defined by the County of Norfolk).

In addition, the following natural heritage system study areas are identified on Schedule G3 (Lakeshore Special Policy Area Secondary Plan-2009) of the Norfolk County Official Plan (2020):

- Unevaluated small forest patches study areas.
- Upland grass habitat study areas.
- Stopover habitat study areas (flanking the study area along the Lake Erie shoreline).

The County of Norfolk Official Plan (2020) separates environmental considerations into the following three categories:

- Provincially significant features, as defined by the Provincial Policy Statement (2020) and the companion Natural Heritage Reference Manual (2010).
- Natural heritage features.
- Hazard lands – as defined by the Long Point Region Conservation Authority policies and regulations (O. Reg. 178/06).

## 5.2 Existing Conditions

### Physiography, Drainage & Soils

The topography of the study area is shown below. The main topographic relief features are associated with the Lake Erie shoreline (beach scarp/ridge) and the major watercourses (e.g. Lynn River, Black Creek).

Port Dover is located within the following sub-watersheds that come under the jurisdiction of the Long Point Region Conservation Authority:

- Dedrick Creek-Young Creek (far western portion of the village)
- Lynn River-Black Creek (central core of the village)
- Fauries Creek-Stelco Creek (southeast corner of the village)

The location of the subwatersheds is shown on Schedule D1 (Source: Norfolk County Official Plan 2020).



#### LEGEND

	Study Area
	Watercourse
	Contour Line (1 m)

*Topography of Port Dover*

Soils within the study area are mapped below. The main soil properties and soil types within the study area consist of the following (Source: Present and Acton 1984 – *The Soils of the Regional Municipality of the Haldimand-Norfolk – Report No. 57 of the Ontario Institute of Pedology*):

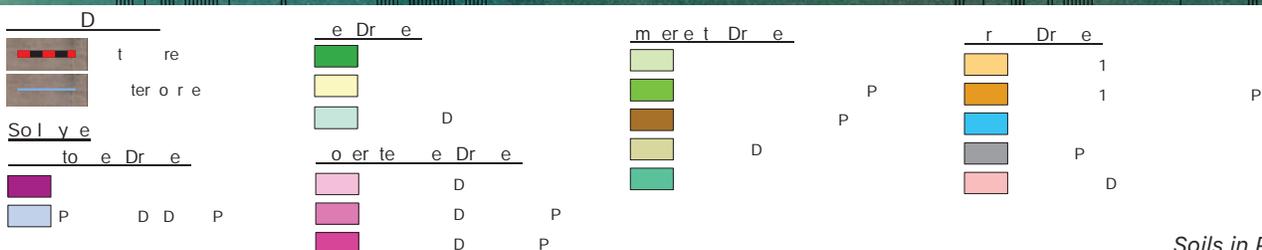
- Lacustrine silty clay (moderately well to poorly drained) – Brantford, Beverley, Toledo
- Lacustrine heavy clay (moderately well to poorly drained) – Haldimand, Lincoln
- Lacustrine silt loam (well drained) - Brant
- Sandy loam over clay loam (well drained) – Berrien, Bookton, Tavistock
- Lacustrine sand - wind modified (rapid-well to imperfectly drained) – Fox, Brady, Granby, Normandale, Watford
- Aeolian sands - often duned (rapid to well drained) - Plainfield

- Beach Ridge Complex (variable drainage) – Complex 1, Complex 6
- Alluvial floodplain deposits (variable drainage) – Alluvium 1

### Natural Resources

Natural resource features within the study area include the following (Source: Schedule J5 of the Norfolk County Official Plan, 2020):

- Closed Waste Disposal Site – east side of town.
- Bedrock resource area associated with Lynn River and Black Creek valleys.
- Suspended petroleum pools - west and east sectors of the Town.
- Abandoned petroleum pools - cover most of the Town south of County Rd. 6.



Soils in Port Dover

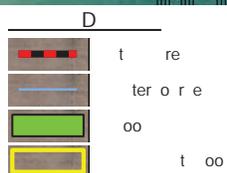
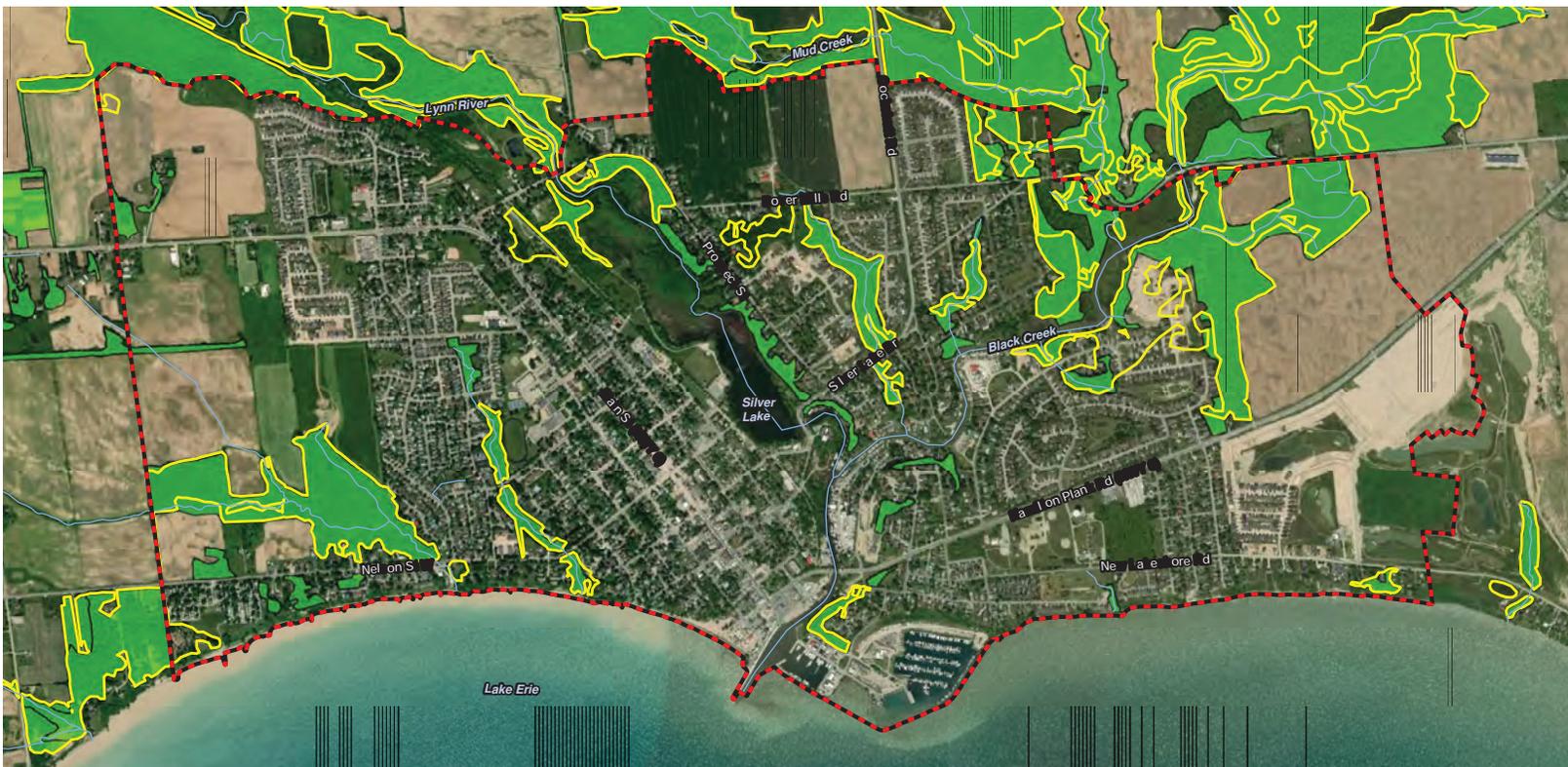
## Woodlands

Woodlands within the study area are mapped below. The woodlands are primarily associated with existing watercourses and their associated floodplains and/or defined valley systems. The main blocks of remnant forest habitat occur in the southwest and northeast sectors of Port Dover.

Woodlands within Port Dover are mainly deciduous in character and are comprised of species that are indicative of the Carolinian forest that occurs along the north shore of Lake Erie. Significant woodlands, as defined in the Norfolk County Official Plan (2020), are shown below with the yellow outline. The boundary of selective woodland features within the study area has been adjusted, where appropriate, to address previous development approvals or for

completeness and accuracy (based on aerial photo interpretation). The revised woodland boundaries are included on the map below.

It should be noted that woodland cover within the study area watersheds (i.e. Lynn River-13%, Black Creek-13%) is well below the Environment Canada (2013) minimum guideline of 30% coverage for healthy, sustainable watersheds (Source: LPRCA 2004 – Black Creek and Lynn River Watershed Report Card).



Woodlands and Significant Woodlands in Port Dover

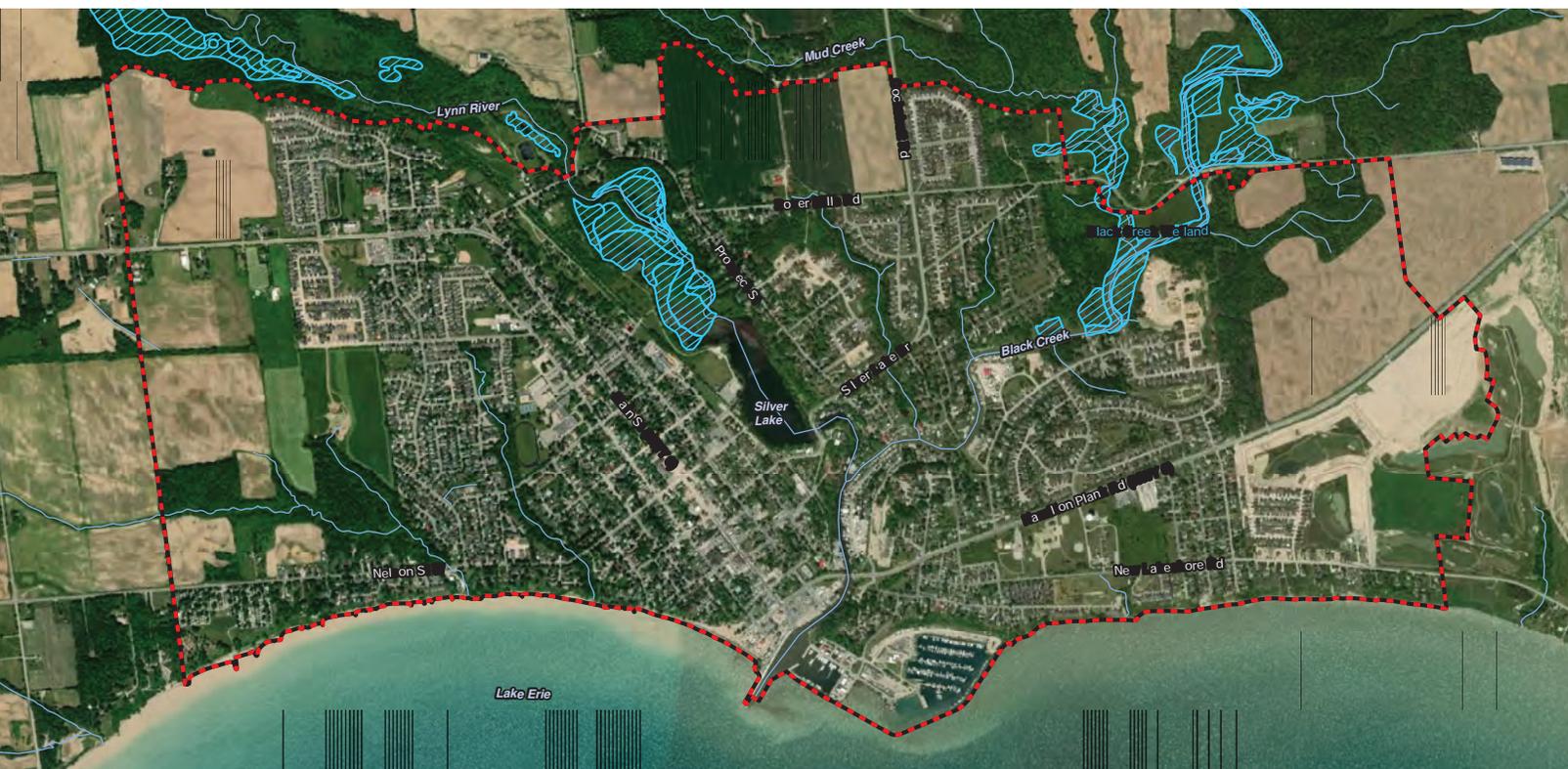
### Wetlands

Wetlands within the study area are mapped below. The wetland features are associated with the Lynn River and Black Creek drainage system and are part of the larger Black Creek PSW complex. Wetlands within the study area are comprised mainly of marsh and treed/thicket swamp communities.

Wetland coverage within the study area subwatershed (i.e. Lynn River/Black Creek) is well below the Environment Canada (2013) minimum target of 10% wetland cover for healthy watersheds.

### Valleylands

Valleyland features occur within the study area in association with the Lynn River, Black Creek and minor watercourses that drain into Lake Erie. The valleyland features are regulated by the LPRCA and generally support woodland and wetland features on slopes and bottomlands.



#### LEGEND

- Study Area
- Watercourse
- Provincially Significant Wetland

Wetlands in Port Dover



**Dynamic Beach Hazard:** Defined as areas of inherently unstable accumulations of shoreline sediments along the Great Lakes - St. Lawrence River System and large inland lakes, as identified by provincial standards, and as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.

The Lake Erie flooding hazard limit generally extends to the base of the beach scarp/ridge along the shoreline. The erosion hazard limit for Lake Erie extends approximately 100 m inland from the shoreline. A small area of dynamic beach hazard occurs to the west of the confluence of the Lynn River with Lake Erie.

The 100-year riverine flooding hazard is identified for the Lynn River and Black Creek. The LPRCA regulation limit for Lake Erie and watercourses/wetlands within the study area is also shown. These features are regulated by the LPRCA under O. Reg. 178/06 and its associated policies.

### Source Water Protection

There are no Highly Vulnerable Aquifers (HVA) or Source Water Protection Areas identified within the study area (Source: Schedule D of the County of Norfolk Official Plan, 2020). A Significant Groundwater Recharge Area (SGRA) however occurs in the extreme northwest corner of the study area, in association with the Lynn River subwatershed.

### Species at Risk

Based on a review of the Natural Heritage Information Centre data records, the study area has the potential to provide significant habitat for several species protected under the Endangered Species Act. Species at risk previously recorded within Port Dover include amphibians, reptiles, birds, fish, mussels, insects, and mammals (bats). Numerous provincially rare plant species have also been previously recorded within the study area.

Potential habitat for species at risk (including provincially/regionally rare species) within the study area is primarily associated with remnant woodlands and wetlands, Lynn River, Black Creek and Lake Erie. Cultural habitat

features such as old field meadows, shrub thickets, woodlands, and hedgerows also have the potential to support species at risk (e.g. grassland birds).

### Fish Habitat

The study area supports direct and indirect fish habitat features/functions associated with the Lynn River and Black Creek drainage systems, minor watercourses, and Lake Erie. The subwatersheds within the study area all drain towards Lake Erie, which supports a diverse fish community.

Black Creek and the Lynn River support habitat for warmwater and coldwater species. Surface water quality conditions within Black Creek are poor because of deforestation in the watershed, agricultural/urban runoff, lack of riparian cover, increased water temperatures and lack of in-stream cover. Water quality conditions in the Lynn River are better compared to Black Creek because of abundant in-stream cover and good substrate conditions (Source: LPRCA Watershed Report Card). The Ivy and Misner dams in Port Dover pose a barrier to upstream fish movement along the Lynn River.

## 5.3 Natural Heritage System

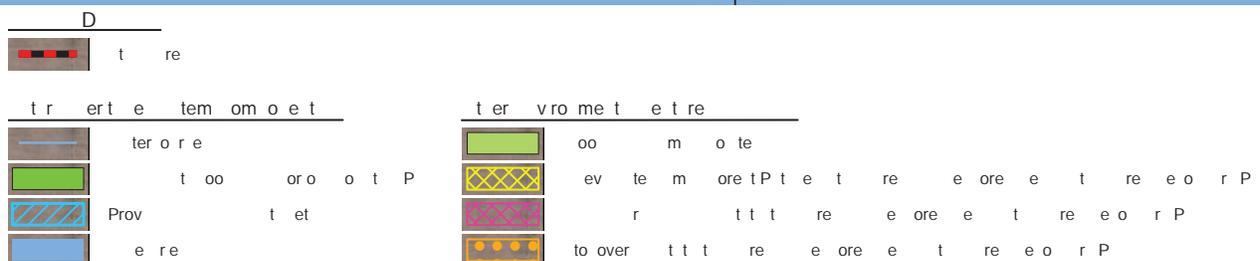
### Norfolk County Official Plan (2020)

Natural heritage system features within the study area are shown on Schedule C5 of the County of Norfolk Official Plan (2020). The natural heritage system features identified on Schedule C5 include provincially significant wetlands and woodlands. Hazard lands associated with the Lake Erie shoreline and bluff, the Lynn River/Black Creek valleylands, and minor watercourses are shown on Schedule B16 of the Official Plan.

The Lakeshore Special Policy Area Secondary Plan (2009) identifies unevaluated small forest patch study areas in the southwest, northwest, central and east sectors of study area. Upland grass habitat study areas are identified in the southwest, north, and northeast sectors

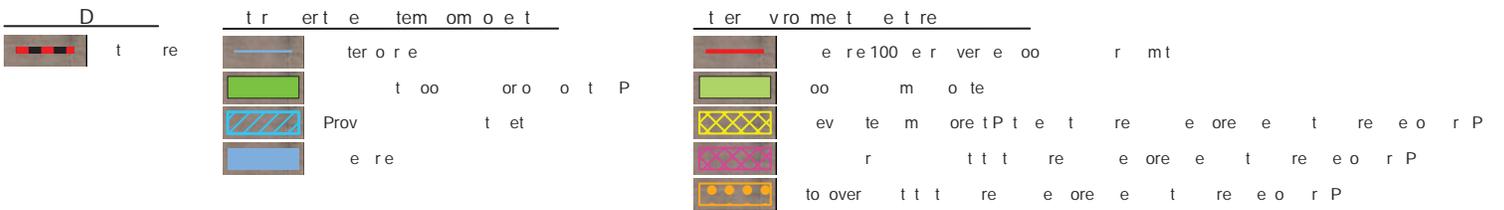
of the study area. Although not identified in the Lakeshore Special Policy Area Secondary Plan (2009), the study area supports stopover habitat (and potential study areas) for migrating birds and pollinators, particularly the wooded bluffs along the Lake Erie shoreline plus the wetlands and forests associated with the Lynn River, Black Creek and other watercourses. The opportunities/constraints to future development within or adjacent to small forest patches and upland grass habitat study areas is to be confirmed through an Environmental Impact Study (EIS) to be prepared at the draft plan of subdivision stage.

The Natural Heritage System in Port Dover



The various components that comprise the natural heritage system for Port Dover are shown on the map on the previous page. An overlay of the various hazard limits, floodplains and LPRCA regulation area are shown on the map below.

The Natural Heritage System in Port Dover with Hazard Lands overlay



## 5.4 Things to Think About

Most of the things to think about are reflected in the current policy framework for Port Dover – policies in the Norfolk County Official Plan and the Lakeshore Special Policy Area Secondary Plan. Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts:

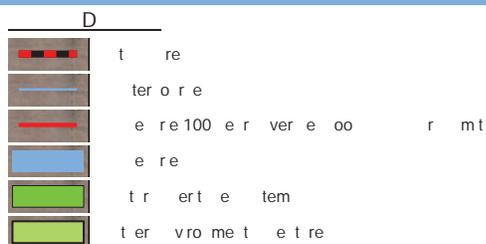
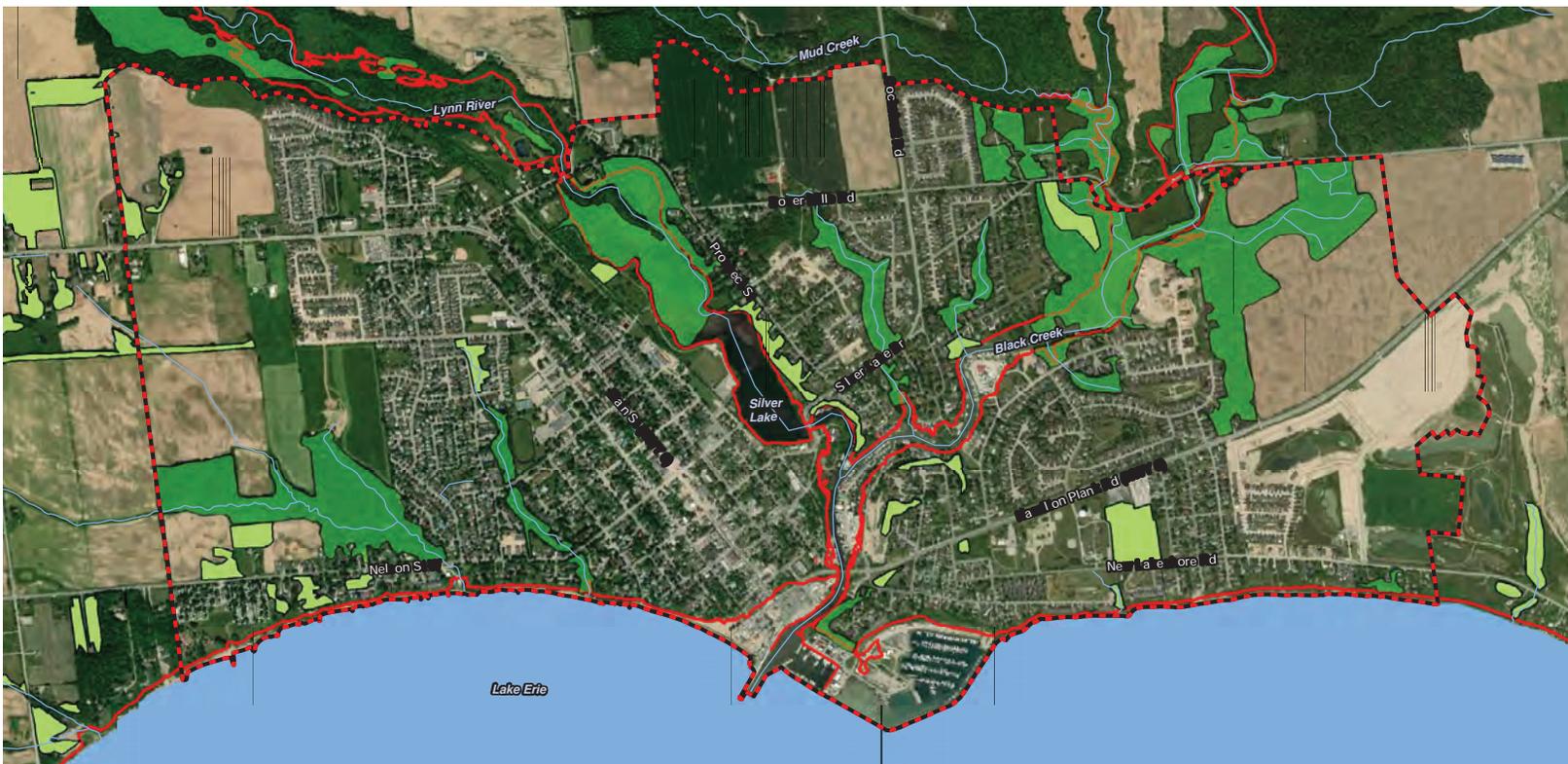
- A recommended natural heritage system (NHS) for Port Dover (see map below)

Minor refinements have been made to the boundary of various natural heritage system components to reflect current conditions and previous/current development approvals. The core

components of the recommended natural heritage system include the following environmental features and their related ecological functions:

- Provincially significant wetlands – Black Creek PSW complex.
- Provincially significant woodlands – as defined by the County of Norfolk (OP Schedule C6).
- Lake Erie shoreline and beach ridge/scarp – hazard lands.
- Floodplains associated with Lynn River and Black Creek – hazard lands.

The Recommended Natural Heritage System in Port Dover



Features not included as part of the natural heritage system have been identified as Other Environmental Features that require further investigation (i.e. EIS) and analysis to confirm opportunities/constraints to future development. Other Environmental Features within the study area include the following:

- Unevaluated small forest patches – as defined by the Lakeshore Special Policy Area Secondary Plan (2009).
  - Upland grass habitat – as defined by the Lakeshore Special Policy Area Secondary Plan (2009).
  - Small, isolated/fragmented woodlands and hedgerows not identified on Schedule B and C of the Official Plan, and Schedule G3 (Lakeshore Special Policy Area Secondary Plan).
  - Cultural habitat features such as old field meadow and shrub thicket.
  - Minor watercourses (LPRCA regulated feature).
- Development applications within or adjacent to a Natural Heritage System feature or Other Environmental Feature will be subject to the completion of an EIS to confirm existing conditions, constraint level, potential impacts, mitigation measures, and habitat compensation/off-setting opportunities. The terms of reference for the EIS should be developed in consultation with Norfolk County and LPRCA staff.
  - **NHS Buffers**  
To protect and enhance NHS features and functions for the long-term, a 30 m buffer is recommended. The application of 30 m buffers from NHS features is a widely recognized practice in Southern Ontario and is consistent with the natural heritage policies of the Growth Plan (2019) and the Greenbelt Plan (2017), among other policy documents.

A 30 m buffer is also recommended from the edge of watercourses to promote the protection of existing riparian vegetation, and to help achieve the Environment Canada (2013) target of a minimum of 75% vegetated riparian cover.

Buffers help to reduce the impacts of adjacent land uses on the ecological function of natural heritage features and assist in the creation of additional habitat. The naturalization of 30 m buffers, hazard lands, and linkage connections will provide a high level of protection and enhancement for Port Dover's NHS.

Consideration should be given to the application of flexible buffer widths for in-fill developments and conversion of existing developed parcels of land. Ecological off setting (i.e. compensation) is recommended for buffer reduction, where suitable alternatives are not feasible.

- **Restoration and Enhancement Opportunities**

Restoration and enhancement opportunities within the study area consist of the following:

- NHS buffers
- Lake Erie shoreline bluff
- Riparian floodplain zones (Lynn River, Black Creek, minor watercourses)
- Streetscape Plantings
- Urban parks

The above considerations provide an excellent opportunity to augment the existing bio-diversity within Port Dover and provide a higher level of protection for the NHS from the potential impacts of urban land use. Locally indigenous plant species should be used for naturalization projects, in consultation with County and LPRCA staff.

- **Natural Heritage Policy Considerations**

The secondary plan policies for Port Dover should be consistent with the direction of the *Norfolk County Official Plan (2020)*, the *Lakeshore Special Policy Area Secondary Plan (County of Norfolk 2009)*, the *Provincial Policy Statement (2020)* and the *Policies for the Administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Ontario Regulation 178/06 (LPRCA 2017)*.

Consideration should also be given to including a policy in the secondary plan related to ecological off setting to address potential land use conflicts associated with development proposals on vacant lots of record, infill developments, conversions, and development proposals within or adjacent to NHS Features or Other Environmental Features. The goal of the ecological off setting policy is to ensure that there is no net loss of existing habitat cover within Port Dover.

Given the overall significance/sensitivity of the Lynn River, Black Creek, PSW's and Lake Erie, future stormwater management measures should include Low Impact Development (LID) techniques to protect surface and groundwater quality and quantity. The soil conditions within Port Dover appear to be generally conducive to the application of LID stormwater management measures.

- **Future Study Requirements**

Development proposals within or adjacent to a NHS feature or an Other Environmental Feature will be subject to the preparation of an Environmental Impact Study (EIS). The terms of reference for the EIS should be prepared in consultation with County and LPRCA staff. One of the key requirements of the EIS will be to address ecological off setting (habitat compensation) requirements where habitat protection

is not entirely feasible or warranted (e.g. vacant lots of record, unevaluated small forest patch study areas, upland grass habitat study areas).

Port Dover contains several small/ isolated forest patches and upland grassland habitat that have the potential to support natural heritage system features/functions and habitat for species at risk protected under the *Endangered Species Act*. These features were initially identified in the *Lakeshore Special Policy Area Secondary Plan (2009)*. Refinements to the boundary of these features was completed as part of the current secondary plan exercise. These features, as shown in the maps in Sections 5.3 and 5.4, should be subject to an appropriate level of environmental investigation through an EIS to confirm opportunities/constraints to development and ecological off setting requirements.

Development applications within or adjacent to LPRCA regulated areas will also be subject to various technical investigations, as outlined in *Policies for the Administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Ontario Regulation 178/06 (LPRCA 2017)*.

As noted above, the study area has the potential to support habitat for several species at risk. A key requirement for future development applications will be to complete a thorough species at risk screening exercise, in consultation with the Ministry of Environment, Conservation and Parks, as part of the EIS investigation.

# 6 Servicing

## 6.1 Water Servicing

In 2016 the Norfolk County Integrated Sustainable Master Plan (ISMP) report was finalized. Norfolk County Council adopted the Integrated Sustainable Master Plan (ISMP) as policy for the planning and design of the facilities and programs discussed therein.

The ISMP identified constraints regarding Port Dover's existing water supply. Port Dover has one surface water intake and one water treatment plant. The Port Dover Water Treatment Plant (PDWTP) license was updated in 2016 to a gross capacity of 7.4 ML/d. The "Practical Firm Capacity" (which assesses the ability to meet drinking water quality and distribution needs with the largest pump out of service) for the PDWTP is 2.5 ML/d. The facility is not operating at its peak capacity, the clarifier is in poor condition and has approximately 2 years of useful life remaining, 1 of the 3 filtration units has failed twice in the past 12 months which has required extensive repairs, and the water system is currently unable to meet the current peak water demands or the future water supply needs of the community.

In February 2020, it was recommended to Norfolk County Council that WSP be retained to complete the engineering design, tender documents, project management and construction inspection of the PDWTP clarifier replacement.

Due to the lack of sufficient water servicing capacity, Port Dover is currently under a Development Moratorium and an Interim Control By-Law. Presently, the community draws up to twice the available water volume during peak periods. No Building Permits are being issued in Port Dover where new water uses are proposed.

### Proposed Upgrades to Water Servicing

In the ISMP, the existing conditions, future conditions and implementation of preferred water and water solutions were reviewed. Based on the preferred solutions, WSP was retained to complete an Inter-Urban Water Supply - Water Supply Operational Strategy Report (IUWS). The intention of this study is to review and provide

recommendations with respect to the long-term strategy for establishing a safe and secure water supply for Norfolk County.

With respect to Port Dover, the County's priorities are as follows:

- 1 Securing the current supply of water to Port Dover
  - a. To accomplish the immediate security of water supply, the County is proceeding with the replacement of the clarifier unit in the water treatment plant (WTP).
  - b. This upgrade will not increase the capacity of the WTP.
- 2 Add to the current supply of water to Port Dover
  - a. To accomplish the increase of water supply, the County is proceeding with several opportunities to provide upgrades within the existing systems.
  - b. A preliminary engineering feasibility study is underway to determine requirements for a connection between the Nanticoke WTP and Port Dover to supplement capacity, or to entirely replace the Port Dover WTP.

In addition to the overall water supply priorities, the ISMP recommends addressing other needs as follows:

- Reduce rate of water demands increase by implementing Water Conservation methods
- Booster Pumping Station required for development in the Northwest corner of the distribution system.
- Interconnection between Port Dover and Simcoe – Simcoe would see the greatest value from this interconnection; however, the interconnection could also provide an emergency back-up supply to Port Dover, reducing risks of a plant shut-down due to frazil ice, or fire event with the elevated tank out of service.

The opportunities to establish a safe and secure water supply for Norfolk County include:

- Additional investment in the existing local water treatment facilities.
  - will provide redundancy in the County's water system by interconnecting local Town systems within the County of Norfolk
- The construction of a new County-owned lake-based water treatment facility to replace the existing local water treatment facilities.
  - will provide redundancy in the County's water system by interconnecting local Town systems within the County of Norfolk
  - the existing local water treatment facilities will be abandoned
- The potential purchase of water from an adjacent County (meetings are being held with Haldimand County regarding a connection to the Nanticoke Water Treatment Plant).
  - will provide redundancy in the County's water system by interconnecting local Town systems within the County of Norfolk
  - the existing local water treatment facilities will be abandoned

The constraints to establish a safe and secure water supply for Norfolk County include:

- The IUWS is anticipated to take considerable time to work through; urgency may become a deciding factor.
- Each option has associated costs; costs may become a deciding factor.
- Cooperation with Haldimand County is essential to the purchase and transportation (new watermain(s)) of water.

The IUWS is currently underway looking at water quality and quantity issues across the County and options for the County's consideration to address these concerns. It is anticipated that the preferred solutions for the long-term future of Norfolk County's water systems will be presented to Council in late 2020. The ISMP will require updating, upon completion of the IUWS.

## 6.2 Wastewater Servicing

Wastewater generated in Port Dover is conveyed to eight (8) existing wastewater pumping stations and pumped to the Port Dover Wastewater Treatment Plant (WWTP).

### Proposed Upgrades to Wastewater Servicing

#### Conveyance System

The ISMP assessed the capacity of the wastewater collection system and noted capacity deficiencies in the sewer system at three (3) locations and the following improvements were recommended:

- 1 Replacement of 25 m of existing 450 mm diameter sanitary sewer immediately upstream of the Nelson Pumping Station (PS 5) with a 600 mm diameter sanitary sewer.
- 2 Replacement of 31 m of 200 mm diameter sanitary sewer on Grace / Water Street with a new 300 mm diameter sanitary sewer. It is recommended the County confirm the diameter of the existing sanitary sewer before proceeding as the upstream and downstream sanitary sewers are 300 mm in diameter.
- 3 Increase firm capacity of the Don Jon Pumping Station to a firm capacity of 31 L/s.
- 4 County should consider upsizing the existing 250 mm diameter sanitary sewer on Main Street downstream of Greenock Street West to match the upstream 450 mm diameter sanitary sewer when replacement is required.

#### Pumping System

The ISMP also assessed the predicted peak flows and the total capacity at each of the eight pumping stations and concluded that all of the stations, except the Don Jon PS had sufficient firm and total capacity to pump peak flows under existing and proposed peak design conditions. The Don Jon PS had insufficient firm capacity to pump the existing and proposed design flows.

#### Wastewater Treatment Plant

A Class Environmental Assessment (EA) was completed in 2012 to assess the upgrades required to the Port Dover WWTP and identified expansion works to increase the rated capacity to 5,800 m<sup>3</sup>/d, based on the servicing needs to 2034. However, the ISMP identified that with the ISMP objective to address servicing needs to 2041, the WWTP rated capacity needs to be increased to 6,062 m<sup>3</sup>/d. As this capacity is greater than the value in the Class EA, an addendum to the Class EA would be required.

Norfolk County retained R. V. Anderson (RVA) to design the WWTP upgrades. In early 2019, the County advised RVA that the ongoing development in Port Dover was proceeding at a rate larger than anticipated. The approved and pending developments in 2018 accounted for 1,500 m<sup>3</sup>/day of wastewater base flow. Based on the current flow of 4,000 m<sup>3</sup>/day as of 2019, the plant would be at 90% of its rated capacity (5,500 of the 6,100 m<sup>3</sup>/day capacity) once the proposed upgrades are completed. This posed a threat of a development freeze and constructing the currently designed upgrades would be required to begin construction again in 2023 for the next required capacity increase.

RVA suggested that Chemically Enhanced Primary Treatment (CEPT) be considered as a method to increase the treatment capability of the Port Dover WWTP without significant modifications to the proposed infrastructure under the current project. RVA was directed through approval of SC#9 to complete a revised basis of design for the WWTP and prepare a design report summarizing the findings utilizing this CEPT approach. The 'Port Dover WWTP Upgrades Capacity Re-Rating' report was completed in June of 2019.

The report summarized the anticipated additional capacity which could be achieved with addition of CEPT and the required design changes necessary to facilitate this upgrade in the future. The intent of the required design changes is not to obtain approval for an increase in capacity, but to provide the core

infrastructure while constructing the current upgrades to facilitate the future increase in capacity without immediate replacement of the upgraded equipment and infrastructure. This ensures that capital resources are utilized effectively to support future growth in Port Dover.

In March 2020, the Ontario Ministry of the Environment Conservation and Parks (MECP) issued a draft Environmental Compliance Approval (ECA) for the proposed upgrades.

The County anticipates finalizing the engineering design completed by RVA; however, the process is currently on hold subject to a peer review. The Request for Proposal and subsequent proposals have been received for the peer review. A decision regarding the firm who will complete the peer review is imminent. The peer review will need to be complete prior to any decision regarding the proposed upgrades to the WWTP.

## 6.3 Stormwater Servicing

Port Dover is within the Lynn River and Black Creek watersheds. The existing community is serviced by a series of trunk storm sewer networks and a seven (7) existing stormwater management facilities, two (2) of which drain to the Lynn River, four (4) drain to Black Creek and one (1) drains directly to Lake Erie. The soils within Port Dover mostly comprised of silt and clay, with some minor sand and gravel.

### Proposed Stormwater Servicing

The ISMP identified that:

- Subwatershed studies are recommended for future development areas west of Port Dover. The subwatershed studies should consider the need for an erosion threshold assessment for deeply incised/confined receiving watercourses.
- Future development areas need to provide adequate stormwater management measures to alleviate flooding within new development areas and within existing development where cumulative impacts are expected.
- Upgrading and designing new storm sewer systems should take into consideration the receiving watercourse during times of flooding. The receiving watercourse has the potential to impact infrastructure by flooding and backwater effects.

Stormwater management measures for future development/redevelopment may include source (lot level) controls, conveyance controls and end-of-pipe controls to meet the water balance, water quality and water quantity (flooding and erosion) requirements.

Examples of potential source controls include: roof leader disconnection, infiltration trenches, bioretention, permeable driveways and green roofs.

Examples of potential conveyance controls include: bioswales, perforated pipe systems and vegetated filter strips.

Examples of potential end-of-pipe controls include: dry ponds, wet ponds, engineered wetlands, manufactured treatment devices (i.e. oil/grit separator, sand filter, etc.), parking lot ponding, and underground storage facilities.

The ISMP recommended short term (0-5 years) improvements involving:

- Upgrading of storm sewers with significant flooding concerns in six (6) areas.
- Undertaking maintenance at the existing seven (7) SWM facilities.
- Constructing one (1) new SWM facility where no stormwater is currently proposed.
- Retrofitting one (1) dry pond to improve stormwater quality management.

The ISMP recommended medium term (6-15 years) improvements involving:

- Upgrading of storm sewers with flooding concerns:
  - Main St. (Catchment PD8)
  - Denby Road (Catchment PD29)
- Constructing one (1) new SWM facility where no stormwater control is provided.
- Retrofitting one (1) dry pond to improve stormwater quality management.

The ISMP recommended long term (16-25 years) improvements involving:

- Upgrading of storm sewers with flooding concerns:
  - St. George St. (Catchment PD28)
  - Main St. (Catchment PD10)
- Construct one (1) new SWM facility where no stormwater control is provided.
- Retrofit one (1) dry pond to improve stormwater quality management.

# 7 Transportation

A review has been completed of existing Norfolk County policies, traffic data provided by the County, active development application materials, and area context with respect to the following key transportation considerations:

- Roadways
- Active Transportation (Walking, Cycling, Trails)
- Transit
- Parking

The two primary policy documents that were reviewed to guide the analysis included the:

- 1 Norfolk Official Plan (OP), adopted in 2006, and
- 2 Integrated Sustainable Master Plan (ISMP), 2016 that also included direction from the County's 2016 Active Transportation Strategy.

The BA Group also undertook a review of parking availability in downtown Port Dover. Figures as they relate to parking restrictions and supply are provided in

## 7.1 Roads

Downtown Port Dover is served by a limited number of entry points, notably:

- Highway 6 West, ~6,300-7,700 AADT
- Highway 6 East, ~7,500-10,000 AADT
- Cockshutt Road – Silver Lake Drive (north), ~2,200-2,800 AADT
- Nelson Street (west), 2500-3500 AADT
- New Lakeshore Road (east)

Key Norfolk County Official Plan policies include:

- *The **efficiency of the transportation network** should be maximized by coordinating transportation planning initiatives and activities with other levels of government and transportation agencies.*
- **Connectivity** of the transportation network within the County and crossing into adjacent jurisdictions shall be **maintained and, where possible and feasible, improved.**
- *The impact of a development proposal on the transportation system, including the means of access, shall be examined through a traffic impact study. **Only those development proposals that can be accommodated in the existing system will be permitted.** Where the transportation system is not adequate, the County shall require, as a condition of development approval, that the proponent of the development:*
  - improve the system in the vicinity of the proposed development without the County incurring any costs;*
  - make the necessary financial contributions for the required improvements; and/or*iii) *dedicate rights-of-way for the development of roads.*

*The cost of traffic impact studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the County in engaging peer*

*review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.*

The Integrated Sustainable Master Plan (ISMP) identifies Cockshutt Road as the only corridor identified for road improvements north of Port Dover (turn lanes and signalization between Concession 12 Townsend and Dover Mills Rd)

The ISMP notably identifies that Highway 6 sees a significant increase in traffic, 60% increase from AADT to Summer ADT (~15,000 vehicles) and that planning to construct new infrastructure or widen roadways to accommodate seasonal flows is not a sustainable approach.

The analysis revealed the following observations:

- Downtown streets are limited in their capacity to be widened or modified to accommodate additional capacity and potential capacity improvements could be in direct conflict with retaining important downtown on-street parking supply. Full buildout of planned and vacant lands may result in more regularly occurring congested times.
- With the exception of roads planned in relation to proposed development areas and improvements to Cockshutt Road, neither the ISMP or the Official Plan identify new roads on vacant lands or any significant road improvements related to growth or operational issues within Port Dover.
- Current road capacity is limited by the limited number of ways in/out of the community. There is significant development potential within the unbuilt areas of Port Dover. If developed, this has the risk of adding congestion within the Town given the lack of planned new infrastructure.

### Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts:

- 1 Look at making permanent some of the event measures already in place on Friday the 13th, notably one-way roads.
- 2 Build on the existing road framework and the planned road networks identified in current development plans to identify logical future collector and arterial road connections on vacant lands to anticipate growth.
- 3 Consider development of a Transportation Master Plan for Port Dover and its connecting/supporting communities (such as Simcoe) that would:
  - identify key areas for operational intersection improvements
  - identify potential new road improvements related to growth beyond those already identified in the ISMP
  - identify the benefit of a mix of land uses in promoting a reduced number and length of trips, and
  - would permit planning for the introduction of further sustainable transportation modes should the community continue to grow within the unbuilt/unplanned areas of Port Dover

## 7.2 Active Transportation

The County, including Port Dover, is a destination for cycling tour routes, running routes, and recreational uses. There are gaps in the existing active transportation road network, notably between Lynn Valley Trail and the Waterfront Trail.

Key Norfolk County Official Plan policies include:

- *The **automobile will continue to be the main mode of transportation** within the County due to its predominantly rural character, small and dispersed population, and size of the Urban Areas. Notwithstanding this, a land use pattern, **density and mix of uses** shall be promoted in the Urban Areas that reduces growth in the length and number of vehicle trips, and creates the **potential for public transit viability and other alternative and sustainable transportation modes** such as walking and cycling.*
- *The **connectivity** between sidewalks and trails shall be promoted.*
- *The opportunity for cyclists to travel either on the roadway or on separated bicycle paths **shall be recognized in the design of streets.***
- The official plan identifies a number of north-south connections east and west of downtown and a number of routings are considered in the OP that may help facilitate closing the active transportation gap in downtown.

The Integrated Sustainable Master Plan (ISMP) identifies St. George Street bike lanes and signed routes on St. Patrick to close the gap between Lynn Valley Trail and Waterfront Trail. It also establishes a hierarchy of routes:

- Primary Routes: designated or separated facilities
- Secondary Routes: shared or designated facilities if spaces is available

The ISMP identifies gaps in the sidewalk network where there are either no sidewalks or sidewalks on only one side.

The analysis revealed the following observations:

- 1 Current ISMP Priorities do not address unplanned future development lands.
- 2 Existing design road design standards do not include cycling facilities
- 3 Downtown streets are limited in their ability to facilitate dedicated cycling infrastructure given the competition for space with parking and road capacity.

### Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts:

- 1 Provide clarity on cycling facilities and direction with regard to the ISMP priorities within downtown.
- 2 Incorporate cycling facilities into the road cross-sections for new development areas and identify location of new links within future development areas.
- 3 Identify high priority areas within new development areas where sidewalks on both sides and potential growth of vacant sites may warrant enhanced pedestrian connectivity and formalized crossings such as collector roads, community destinations, schools.

## 7.3 Transit

Norfolk County runs limited transit services on Thursday and Friday to/from the Simcoe Library and downtown Port Dover with connections to Brantford.

Key Norfolk County Official Plan policies include:

- *The County will explore opportunities to enhance transit services in partnership with community and/or government partners, including adjacent municipalities.*
- *Development within Urban Areas shall, where appropriate, take into consideration the safe and convenient provision of transit services.*
- *The continued need for transit services will be considered on an on-going basis.*

The analysis revealed that service is limited and the ability to grow transit service is constrained by the limited demand and cost of providing service.

### Things to Think About

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts:

- 1 Provide policies that support review of transit and growth in service including encouragement for routing opportunities that connect areas outside of downtown and support for reviewing advancements in service like micromobility options (Autonomous vehicles, dial-a-ride) that could make transit a more accessible option for an aging population.

## 7.4 Parking

There is approximately 1444 spaces downtown, over half of which are in private off-street facilities with a number of large private off-street facilities directly adjacent the beach / waterfront.

Parking is at capacity during peak times, but appears to have capacity during typical off-peak periods.

Key Norfolk County Official Plan policies include:

- The County will support the expansion and development of transportation, parking and telecommunications infrastructure to increase the locational advantage of existing and proposed business and employment uses.
- The County recognizes and supports the development of tourism uses within the Urban Areas and specifically the Downtowns that will encourage visitor stops, provided such uses do not detract from the principal functions and uses of these areas. Such initiatives may include support for the provision of parking infrastructure, the management of parking needs and public
- The provision of adequate convenient parking is important to maintaining the economic viability of Downtowns.



Current Parking Supply Analysis for Downtown Port Dover

*transit to ensure a positive experience for people visiting Norfolk County's key tourism nodes.*

The analysis revealed that the parking occupies a great deal of space downtown and on the waterfront. We understand it is constrained at peak times. The majority of Municipally Controlled spaces are within 500 metres of the beach and downtown.

	<b>Parking Spots</b>	<b>Parking Spots per Acre</b>
<b>Port Dover</b>	<b>1,389</b>	<b>23</b>
Stratford	1,096	27
Port Credit	2,209	24
Huntsville	895	24
Kincardine	1,144	18
Cobourg	2,238	18
Listowel	1,064	17.5
Georgetown	524	15.5

*Downtown Area Parking Comparables*

**Project for Public Spaces**

Project for Public Spaces is a central hub of global place-making connecting people to ideas and resources. For 40 years they have helped to transform places in 3000 communities in 47 countries.

***“nobody goes to a place because it has parking”***

***“the current obsession with parking is one of the biggest obstacles to achieving livable cities and towns”***

**Things to Think About**

Based on the review of background information and the public input received so far, the following are things to think about as the team begins Phase 2: Concepts:

- 1** Establish a greater proportion of publicly controlled parking throughout downtown to serve business and tourism needs.
- 2** Establish a greater presence of municipal controlled parking in waterfront area and identify remote parking locations that, in combination with a shuttle service, could serve parking needs at peak times, support space for active transportation, and reduce the amount of underutilized surface parking in the beach area during off-peak times..

# **APPENDIX**

## **Existing Transportation Plan, Policy and By-Law Research (BA Group)**





**BA Group**

# **PORT DOVER SECONDARY PLAN**

Existing Transportation Plan, Policy and By-Law Research (Draft)

Prepared For: Planning Partnership

July 2020



**MOVEMENT  
IN URBAN  
ENVIRONMENTS**  
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# TABLE OF CONTENTS

1.1	This Document .....	1
<b>2.0</b>	<b>BACKGROUND DOCUMENTS .....</b>	<b>1</b>
2.1	Norfolk County Official Plan (NCOP) .....	2
2.1.1	NCOP – Transportation Related Policies .....	3
2.1.2	NCOP – Area Transportation Context .....	28
2.1.3	NCOP – Active Transportation Network .....	29
2.1.4	NCOP – Transit Network .....	30
2.2	Lakeshore Special Policy Area Secondary Plan (LSPASP).....	31
2.2.1	LSPASP – Cycling Context.....	31
2.2.2	LSPASP – Transportation-Related Policies.....	32
2.3	Integrated Sustainable Master Plan (ISMP).....	39
2.3.1	ISMP - Existing Conditions .....	39
2.3.2	ISMP - Recommendations .....	40
2.4	Active Transportation Strategy (AT Strategy) .....	42
2.4.1	AT - Existing Conditions.....	42
2.4.2	AT - Proposed AT Strategy.....	50
2.5	Norfolk County Trails Master Plan (Trails MP).....	54
2.5.1	Trails MP - Existing Trail Network.....	54
2.5.2	Trails MP - Existing Cycling Network.....	55
2.5.3	Trails MP - Future Trail Links.....	56
2.6	County of Norfolk Parks, Facilities and Trails Master Plan.....	60
2.6.1	Parks, Facilities and Trails MP - Recommended Policy Framework.....	60
2.7	Norfolk County Zoning By-Law 1-z-2014 .....	63
2.7.1	Section 4.7 – Loading Requirements.....	63
2.7.2	Section 4.9 – Number of Parking Spaces .....	63
2.7.3	Section 4.11 – Parking in a Central Business District (CBD) Zone .....	63
2.8	Norfolk County By-law PD13 2018-75 Street Closures .....	64
2.8.1	Street Closures and Restrictions .....	64



**LIST OF TABLES**

Table 1 Norfolk County Official Plan Transportation Policies ..... 3

Table 2 LSPA Secondary Plan Transportation Policies..... 32

Table 3 ISMP Improvements to be Evaluated and Recommended Timelines ..... 40

Table 4 ISMP Transportation Strategy Recommendations ..... 40

Table 5 AT Cycling Facility Types..... 52

Table 6 AT Interim Design Facility Solutions ..... 52

Table 7 AT Priority Sidewalk Implementation Projects ..... 53

Table 8 Norfolk County Trails MP – Connectivity Recommendations ..... 56

Table 9 Norfolk County Trails MP – Accessibility and Affordability Recommendations ..... 58

Table 10 Parks, Open Spaces, Community Trails and Waterfront Recommendations..... 60



## LIST OF FIGURES

Figure 1:	Excerpt from NCOP Schedule B – Land-Use .....	2
Figure 2:	Excerpt from NCOP Schedule E – Transportation .....	28
Figure 3:	Excerpt from NCOP Schedule I – Active Transportation .....	29
Figure 4:	Ride Norfolk Transit GIS Map – Thursday Schedule.....	30
Figure 5:	Ride Norfolk Transit GIS Map – Friday Schedule.....	30
Figure 6:	Excerpt from ISMP Appendix L Figure 5-3 – Existing Road Rationalization .....	39
Figure 7:	Excerpt from ISMP Appendix L Figure 5-4 – Recommended Goods Movement .....	41
Figure 8:	Excerpt from ISMP Appendix L Figure 5-30 – Recommended Goods Movement, Road Improvements, and AT Hierarchy .....	41
Figure 9:	Excerpt from ISMP Appendix M Map 1-B – Existing AT Conditions.....	42
Figure 10:	Excerpt from Great Lakes Waterfront Trail .....	43
Figure 11:	Excerpt from Norfolk County Rail Trails – Lynn Valley Trail.....	44
Figure 12:	Excerpt from AT Strategy – Heat Mapping of Documented Cycling Routes in Norfolk County.....	45
Figure 13:	Norfolk County Online GIS Map – Running Routes.....	46
Figure 14:	Excerpt from AT Strategy – Heat Mapping of Documented Running Routes in Norfolk County.....	47
Figure 15:	Norfolk County Online GIS Map – Supportive Signage and Parking Facilities.....	48
Figure 16:	Excerpt from ISMP Appendix M Map 5-A – Existing Sidewalk Gaps .....	49
Figure 17:	Excerpt from ISMP Appendix M Map 3-B – Proposed Route Hierarchy .....	50
Figure 18:	Excerpt from ISMP Appendix M Map 4-B – Proposed Facility Types .....	50
Figure 19:	Excerpt from ISMP Appendix M Map 8-B – Proposed AT Priorities and Phasing.....	51
Figure 20:	Norfolk County Online GIS Map – Trail Network .....	54
Figure 21:	Norfolk County Online GIS Map – Cycling Routes .....	55
Figure 22:	Port Dover Friday the 13 <sup>th</sup> Street Closures and Restrictions .....	65

## TABLE OF APPENDICES

APPENDIX A: Norfolk County Parking Rates



## 1.1 THIS DOCUMENT

This document is a compendium of existing transportation policy and zoning bylaw information within Norfolk County, including where those policies and bylaws specifically refer to Port Dover.

Insights related to opportunities and constraints for the Port Dover Secondary Plan are provided under separate cover.

## 2.0 BACKGROUND DOCUMENTS

The following municipal planning documents were reviewed by BA Group to understand the transportation related policies and legislation applicable to the Port Dover Secondary Plan (PDSP) area.

- Norfolk County Official Plan, 2020 (Last Updated January 2020)
- Lakeshore Special Policy Area, 2009 (Consolidated October 2009)
- Integrated Sustainable Master Plan, 2016 (Consolidated September 2016)
- Active Transportation Strategy, 2016 (Consolidated August 2016)
- Norfolk County Trails Master Plan, 2009 (Consolidated October 2009)
- Parks, Facilities and Trails Master Plan, 2015 (Consolidated June 2015)
- Norfolk County Zoning By-law

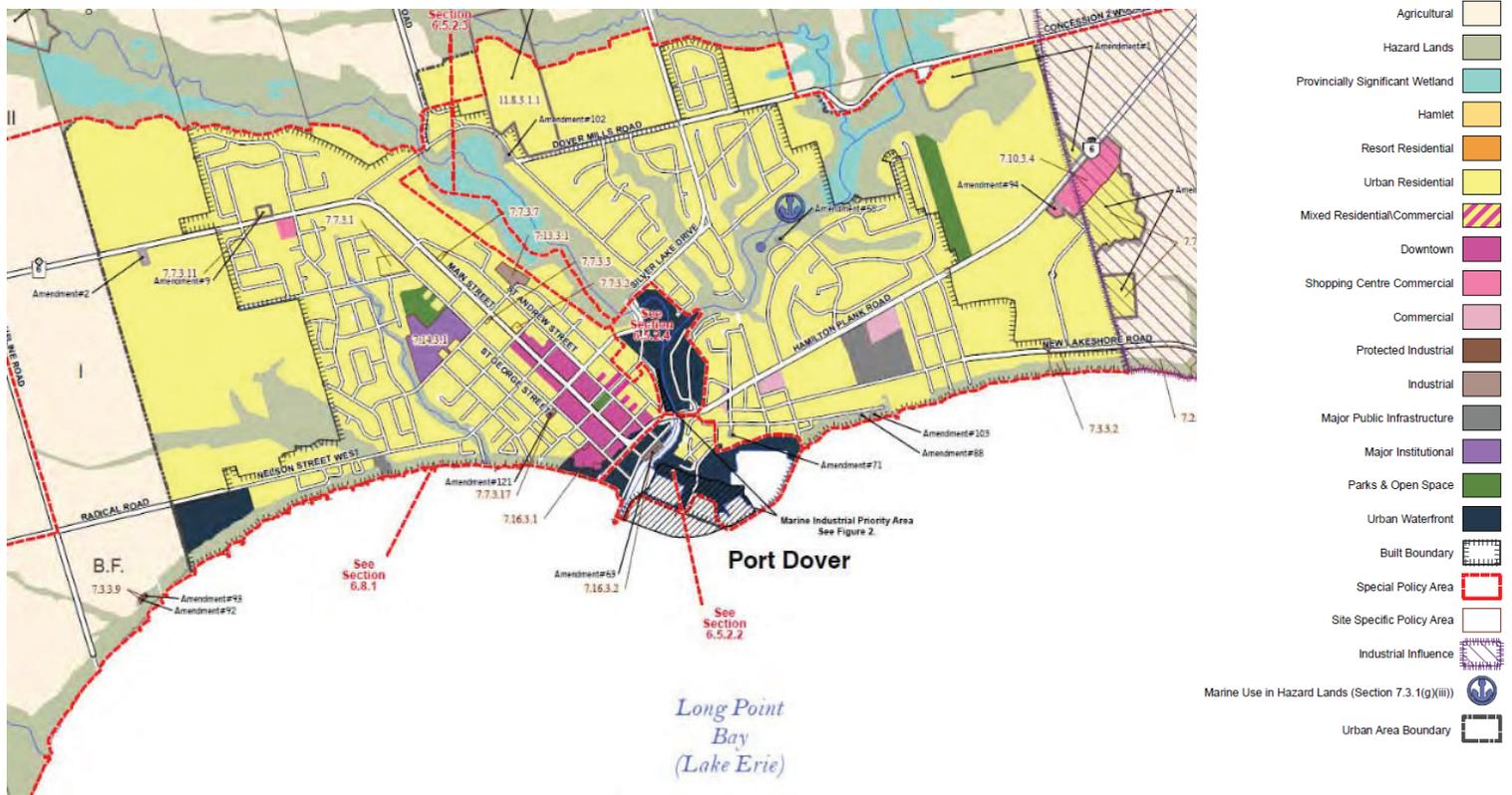
## 2.1 NORFOLK COUNTY OFFICIAL PLAN (NCOP)

The Norfolk County Official Plan (NCOP) identifies Port Dover as the second largest Urban Area in the County and a primary settlement area included in the Lakeshore Special Policy Area. These designations are described below.

*“Urban Areas...have historically functioned as the focal points for growth and development activity, as well as public and private sector investment. This role will continue in the future. The Urban Areas will accommodate the greatest amount of the targeted growth throughout the planning period, and will be the focus of residential, commercial, employment, government, institutional, office, entertainment, cultural, and health and social service activities.”*

*“Port Dover Urban Area – 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.”*

The Official Plan land-use designations within the Port Dover Urban Area are illustrated in **Figure 1**.



**FIGURE 1: EXCERPT FROM NCOP SCHEDULE B – LAND-USE**

## 2.1.1 NCOP – Transportation Related Policies

**TABLE 1 NORFOLK COUNTY OFFICIAL PLAN TRANSPORTATION POLICIES**

Chapter / Section Description	Transportation Related Policies
<p><b>3.6 Air Quality</b></p> <p>Air quality may be improved by reducing emissions of noxious gases, particulates, and dust. There are many emissions sources but primary contributors include industrial operations and motor vehicles.</p>	<p>The following shall be the policy of the County:</p> <p>a) The County encourages Provincial and Federal initiatives to develop and enforce improved emission standards for motor vehicles and industrial operations.</p> <p>g) The County shall strive to create a transit-supportive, compact urban form consisting of mixed uses and efficient transportation networks.</p>
<p><b>4.3 Locations of Economic Activity</b></p> <p>This Plan focuses specific types of economic activity in the environment best suited to their success.</p>	<p>The following shall be the policy of the County:</p> <p>b) Industrial land shall be focused in Urban Areas and will be located adjacent to or in close proximity to Provincial Highways and arterial roads, where an appropriate level of municipal services are provided.</p> <p>g) The County will support the expansion and development of transportation, parking and telecommunications infrastructure to increase the locational advantage of existing and proposed business and employment uses.</p>
<p><b>4.5 Tourism</b></p> <p>This Plan encourages growth in tourism and travel to the County, particularly to the Urban Areas, the Lake Erie shoreline, resort and recreation areas, and areas of agricultural, rural and natural amenity.</p>	<p>The following shall be the policy of the County:</p> <p>b) The County recognizes and supports the development of tourism uses within the Urban Areas and specifically the Downtowns that will encourage visitor stops, provided such uses do not detract from the principal functions and uses of these areas. Such initiatives may include support for:</p> <p style="padding-left: 40px;">ii) promotion of a multi-purpose trails system connecting Norfolk’s Urban Areas and natural amenities, including Simcoe as a destination on the recreational trail/utility corridor linking Simcoe and Port Dover, a waterfront trail linking Port Dover to Long Point, the Trans Canada Trail, the Simcoe-Waterford-Brantford trail and the Delhi-Simcoe-Brantford trail;</p> <p style="padding-left: 40px;">ix) the provision of parking infrastructure, the management of parking needs and public transit to ensure a positive experience for people visiting Norfolk County’s key tourism nodes.</p> <p>f) The County shall consider opportunities to establish the existing lakeshore roads as a parkway, providing a multi-purpose route along the waterfront.</p> <p>k) The County supports the development of appropriate infrastructure to accommodate visitors to Downtowns, the lakeshore and other tourism attractions throughout the County. Tourism infrastructure may include bicycle and vehicle parking, washroom facilities and handwashing facilities, picnic areas, boating slips and marinas.</p>
<p><b>4.7 Employment Activity</b></p>	<p>The following shall be the policy of the County:</p>

Chapter / Section Description	Transportation Related Policies
<p>The County shall maintain an appropriate employment land supply and shall use the planning policy framework of this Plan to encourage and support new industrial technologies, new employment sector development and local employment initiatives.</p>	<p>e) Council shall co-operate with the business community to ensure that Protected Industrial areas are well served by appropriate infrastructure, including municipal services, roads and modern telecommunication technologies.</p>
<p><b>5.0 Maintaining Healthy Communities</b></p> <p>Coupled with the sections of this Plan dealing with natural heritage, economic vitality, land use, growth management and infrastructure, the policies of this Section promote healthy communities through public services, community design, recreation, social planning, cultural heritage, housing and access to healthy food.</p>	
<p><b>5.3.1 Residential Intensification</b></p> <p>Urban residential intensification, infilling and redevelopment of existing areas allows for the efficient provision of urban services thereby helping to minimize the costs of provided services while meeting an important component of the County's housing needs.</p>	<p>The following shall be the policy of the County:</p> <p>f) The County shall consider applications for infill development, intensification and redevelopment of sites and buildings through intensification based on the following criteria:</p> <p style="padding-left: 40px;">iii) the road network can accommodate the traffic generated</p>
<p><b>5.4 Community Design</b></p> <p>Safe and attractive neighbourhoods contribute to the overall community health of the County. Excellence in community design is essential to creating a physical environment where people have the appropriate places to interact, live, work, recreate and learn. The following policies relate to the physical design of communities, including new applications within the County for development, such as plans of subdivision, infill development proposals, and site plans.</p>	<p>The following shall be the policy of the County:</p> <p>b) Through the review of development applications, including plans of subdivision, site plans and other development proposals, the County:</p> <p style="padding-left: 40px;">iii) shall promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks;</p> <p style="padding-left: 40px;">vi) shall strongly encourage design that considers and, wherever possible, continues existing and traditional street patterns and neighbourhood structure; and</p> <p style="padding-left: 40px;">vii) may require, at the County's sole discretion, that proponents submit design guidelines with development applications, establishing how the policies of this Section have been considered and addressed. Such guidelines may also be required to address related issues of residential streetscaping, landscaping, setbacks, sidewalks, signage, garage placement, and architectural treatment.</p> <p>d) Development design that establishes reverse lotting on Provincial Highways and County Roads will not be permitted. Development design that requires features such as noise attenuation or privacy fencing will be discouraged. Wherever possible, new development will be oriented toward streets or parks.</p> <p>g) Streetscaping that reflects the intended character of settlement areas is encouraged. In particular, traditional streetscaping in the Downtown Designations of the Urban Areas will be encouraged.</p>

Chapter / Section Description	Transportation Related Policies
	<p>h) A high quality of park and open space design is strongly encouraged. The land for parkland dedication shall be carefully selected to facilitate their use as a central focal point for new or existing neighbourhoods.</p> <p>j) The County may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process.</p> <p>k) The County, in consultation with a development proponent(s) and the Norfolk Heritage Committee, shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage receptacles, benches and street lamps to be used in a new development.</p> <p>n) To promote environmental sustainable development, the County shall encourage the design of sustainable neighbourhoods in keeping with Leadership in Energy and Environmental Design - Neighbourhood Development (LEED ND) design principles in accordance with the policies under Section 11.8.2.1 Sustainable Neighbourhood Design of the Lakeshore Special Policy Area Secondary Plan.</p> <p>o) The County shall review site plans and drawings submitted in accordance with Section 41 of the Planning Act and Section 9.6.5 (Site Plan Control of this Plan) regarding accessibility for persons with disabilities including but not limited to areas of accessible parking, exterior paths of travel, lighting, ramps, entrances and street furniture.</p>
<p><b>5.6 Recreation</b></p> <p>The provision of a variety of recreational opportunities is critical to maintaining healthy communities in Norfolk County. The Plan strives to ensure that sufficient recreational, open space and park facilities are provided within the County to meet the leisure needs and desires of the present and future residents, businesses, as well as visitors to Norfolk County.</p> <p><b>5.6.1 Parks</b></p> <p>The County shall carry out programs required to acquire new parks, improve existing parks and facilities and provide public parks to meet the needs of the community, as well as to address existing park deficiencies. Parks, community recreation centres and trails should be located so that they are easily accessible from residential neighbourhoods, preferably by walking by the following policies:</p> <p><b>5.6.1.2 Neighbourhood Parks</b></p> <p><b>5.6.1.3 Community Parks</b></p> <p><b>5.6.1.4 Lakeshore Parks</b></p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall promote appropriate recreational development in parks, open spaces, and other similar areas of the County that provide opportunities for active, passive and programmed community recreation and leisure, and contribute to the preservation and protection of open space and the natural environment.</p> <p><b>5.6.1</b> The following shall be the policy of the County:</p> <p>a) The County shall secure the maximum benefit of the Planning Act with respect to parkland dedication from development. Parkland dedication shall be conducted in accordance with Section 9.10.5 (Parkland Dedication) of this Plan.</p> <p>b) Provision for parks shall generally be in accordance with the standards provided in Section ..5.6.1.1, 5.6.1.2, 5.6.1.3, and 5.6.1.4.</p> <p>c) Where parks are located adjacent to existing and proposed residential areas, appropriate measures may be taken to minimize potential adverse effects associated with recreation activity areas and parking areas.</p> <p>d) Waterfront park needs shall be considered in conjunction with future recommendations and planning activities associated with the Lakeshore Special Policy Area and the major river valley systems.</p>

Chapter / Section Description	Transportation Related Policies
<p><b>5.6.2 Linked to Open Space and Natural Heritage System</b></p> <p>It is the County's intention to create a linked parks and open space system, where possible.</p>	<p><b>5.6.1.2</b> requires that the neighborhood parks be designed to accommodate the recreational needs of local residents. Facilities should be tailored more specifically to the particular needs and composition of the neighbourhood, and linked to other public neighbourhood uses. Neighbourhood parks should be centrally located within safe and convenient walking distance of the majority of neighbourhood residents, with an optimum service radius of 800 metres or a 10 minute walking distance. The park should be designed with extensive street frontage for visibility and safety and should be coordinated with elementary school sites where possible. Backlotting onto neighbourhood parks will be discouraged. Neighbourhood parks may include a limited amount of off-street parking. Neighbourhood parks should be of sufficient size to accommodate a variety of recreational facilities. These may include, but are not limited to junior sports fields (softball, soccer), outdoor rinks, multi-purpose courts, playground equipment, paved areas for informal games and shaded areas for passive recreation. Sports fields within neighbourhood parks should not be lit due to the potential impacts on adjacent residential areas. Trails and paths through neighbourhood parks and linking public uses may be lit.</p> <p><b>5.6.1.3</b> requires that community parks be designed to accommodate the social, cultural, education and physical activities of particular interest to several neighbourhoods with emphasis on facilities for organized sports, both indoor and outdoor. Smaller areas should be set aside for passive recreation. The community park should be located in a manner which is reasonably central to the service population and directly accessible by automobile and bicycle with an optimum service radius is 1.6 kilometres or a 20 minute walking distance. Frontage on a major traffic route is desirable with facilities provided for off-street parking. Backlotting onto community parks will be discouraged. The provision of community level parks should be coordinated with secondary school sites where possible. The parks should be developed as focal points for organized and non-organized team sports, athletic activities and casual recreation. This requires the provision of high quality sophisticated facilities, which may include regulation-size softball and baseball diamonds, soccer fields with night lighting and spectator facilities, major playgrounds, tennis courts, and visitor service centres.</p> <p><b>5.6.1.4</b> requires that lakeshore parks be designed and managed for the enjoyment of a diverse population including individuals, family groups, tourists and community organizations. Opportunities for both active and passive recreation, social and cultural activities, and the conservation and protection of Natural Heritage Features and Provincially Significant Features, historic sites and wildlife habitats should be encouraged. Lakeshore parks should be developed to capitalize on the unique waterfront setting, preserving access, vistas, views and lookouts to the waterfront. Facilities for residents and visitors should be provided. Development may include boat docking and launching, seating and boardwalks, playgrounds, informal sports fields, picnic shelters, interpretative features and passive recreation areas.</p>

Chapter / Section Description	Transportation Related Policies
	<p><b>5.6.2</b> In addition to those options for the acquisition of land outlined in Section 6.4.3 (Natural Heritage System Strategy), the County may create linked open space through the integration of:</p> <ul style="list-style-type: none"> <li>b) abandoned rail lines in public ownership;</li> <li>c) existing rights-of-way;</li> <li>d) established and proposed service and utility corridors;</li> <li>e) existing parkland;</li> <li>f) linkages provided through the draft plan of subdivision approval process and site plan control process;</li> <li>g) agreements with private land owners;</li> <li>h) retention or acquisition of access easements; and</li> <li>i) land acquisition.</li> </ul> <p>Throughout the County there are railway lands that have been linked together to form a continuous recreational trail system. The County may expand this trails networks as opportunities come available.</p> <p>Land deemed by the County to be significant to the linear park system shall be retained in public ownership for the purpose of expanding the system. The County shall also investigate the feasibility of acquiring portions of the railway corridors currently in private ownership.</p> <p>Design principles should be established to accommodate parking at strategic locations along the linked system.</p> <p>The Norfolk Environmental Advisory Committee shall be partially responsible for municipal initiatives in relation to the policies of this Section.</p>
<p><b>6.0 Managing Growth</b></p> <p>The vision of sustainability forms the basis for the growth management principles of this Plan. The following outlines a growth management approach that establishes growth and development policies and urban structures for the six Urban Areas, provides a management and monitoring framework for the 42 Hamlet Areas, ensures the long-term protection of the County's agricultural and rural resources, conserves natural heritage features and provides a basis for future planning activities along the lakeshore.</p>	
<p><b>6.2 Targeting Growth</b></p> <p>Norfolk County's population has historically increased at a very moderate rate. The</p>	

Chapter / Section Description	Transportation Related Policies
<p>population, household and employment forecasts in this Plan are based on achieving the County's proactive economic development and tourism objectives.</p> <p>Projections of population and employment growth are based on the assumptions relating to historical population and demographic patterns, fertility and mortality rates, migration trends, housing-related demographic trends and employments levels.</p> <p>Changes in the economy or federal immigration policies can have a significant impact on the population and employment forecasts. The policies of the Plan recognize that the forecasts are partially dependent on factors outside of the County's control. Consequently, the County's planning and growth management activities will ensure flexibility to accommodate growth, but will avoid inefficient and costly development patterns.</p>	
<p><b>6.3 Community Structure and Growth Framework</b></p> <p>Growth management and settlement structure of the County, which is divided into two major interrelated parts: the Settlement Areas and the Rural Area. The Settlement Areas include two components:</p> <ul style="list-style-type: none"> <li>i) Urban Areas; and</li> <li>ii) Rural Settlement Areas which are comprised of two sub-components: <ul style="list-style-type: none"> <li>Hamlet Areas; and</li> <li>Resort Areas.</li> </ul> </li> </ul> <p>b) Schedule "A" illustrates the Community Structure. Two policy areas that overlay this framework: the Industrial Influence Area; and the Lakeshore Special Policy Area.</p> <p>Population, household and employment forecasts to 2036 for each of the six urban areas and for the combined hamlet and rural areas of the County are provided in Table 5. The forecast growth to 2036, as allocated in Table 5, can be accommodated within each of the urban areas and the combined hamlet and rural areas.</p> <p>The County will regularly update its population, household and employment forecasts and monitor the supply of potential development lands in the urban area, hamlets and rural areas to ensure that the anticipated growth can be accommodated.</p>	

Chapter / Section Description	Transportation Related Policies
<p><b>6.4 Urban Areas</b></p> <p>The six Urban Areas within the County have historically functioned as the focal points for growth and development activity, as well as public and private sector investment. This role will continue in the future. The Urban Areas will accommodate the greatest amount of the targeted growth throughout the planning period, and will be the focus of residential, commercial, employment, government, institutional, office, entertainment, cultural, and health and social service activities.</p> <p><b>6.4.1 Downtown Areas</b></p> <p>The Downtown Areas are identified as a specific land use designation on Schedule “B” to this Plan. The planned function of Downtown Areas shall be to serve as primary activity centres for the County and the location for a wide range of uses, including retail, service commercial, cultural, recreational, entertainment, business and professional, governmental, institutional, arts and cultural, community, employment, and residential uses. Downtowns are the historic heart of the community and serve as a primary gathering place and location for events and festivities that give identity to the community. The diversity of land uses shall be promoted to foster the health and continued growth of the Downtown Areas, while conserving and enhancing cultural heritage resources and community identity. It is intended that the planned function of the Downtowns will be maintained as the County’s Urban Areas continue to grow and develop.</p>	<p>The following shall be the policy of the County:</p> <p>b) It is the policy of this Plan that the Urban Areas will incorporate the following:</p> <ul style="list-style-type: none"> <li>iii) full municipal services, as feasible and appropriate, and an appropriate level of transportation infrastructure;</li> <li>iv) a concentration of community services for the County, including social, cultural, entertainment, health, educational and other supporting facilities; and</li> <li>v) 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.</li> </ul> <p>c) The County shall ensure through its planning activities that each Urban Area 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.</p> <p>e) Boundaries of the Urban Areas are established on Schedules “B” and “G” to this Plan. Within these boundaries there is sufficient land to accommodate projected growth and development for the 20-year planning horizon to 2036.</p> <p>f) Subject to the policies of this Plan, the boundaries of the Urban Areas shall be permitted to expand as-needed, based on a demonstrated lack of available designated land and development trends. Proposals to expand the boundaries of an existing Urban Area shall be considered through a comprehensive review of this Plan. Proposals shall be considered in the context of whether:</p> <ul style="list-style-type: none"> <li>iv) the proposed expansion will have a compact form, an appropriate mix of land uses, where practical, and densities that efficiently use land, infrastructure, and public facilities, while providing for adequate parks and open spaces;</li> <li>v) the transportation network can reasonably accommodate the additional volume of traffic and demand for services;</li> </ul> <p>i) Development of vacant land within the Urban Area boundary on the edge of the existing built-up portions of the Urban Areas shall include efficient provision of water supply, sanitary sewers, roads, parks, schools, and other public, community and municipal services. Development shall proceed in a staged and sequential manner, considering the existing pattern of the Urban Area.</p> <p>j) While specific land uses are identified and delineated for each of the Urban Areas in Section 7 (Managing Land Use) of this Plan, the County may choose to undertake a detailed Secondary Plan for an Urban Area, in accordance with Section 9.5.1 (Secondary Plans) of this Plan. A Secondary Plan may be prepared to comprehensively address the arrangement of the urban development pattern for new development areas, to rationalize development within the existing Urban Area, to promote redevelopment or intensification within an</p>

Chapter / Section Description	Transportation Related Policies
	<p>area, or for any other reason identified by Council. A Secondary Plan may also be prepared to address specific land use issues or implement a specific planning initiative, thereby providing additional guidance to private and public sector investment in the Urban Area. At the County's discretion, a Secondary Plan may be prepared for a portion of an Urban Area, provided the Secondary Plan is comprehensive in scope and considers matters of integration with adjacent urban land.</p> <p><b>6.4.1</b> The following shall be the policy of the County:</p> <p>e) The County shall protect and enhance, where possible and appropriate, the historic architectural character of the Downtown Areas and main street areas, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades.</p> <p>f) The County may undertake, by both direct municipal action and by encouraging the actions of other parties, a program of on-going improvements in the Downtown Areas, 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.</p> <p>i) The County shall encourage the development, redevelopment and rehabilitation of the Downtown Areas. To encourage this, the County may undertake a downtown revitalization strategy for each of the County's Downtown Areas. The revitalization strategies may include design guidelines that respect the unique physical character of each Downtown Area and which will assist in shaping public and private investments. The revitalization strategies will also include a strategy for the provision and management of parking in the Downtown Area.</p> <p>j) Linkages between the Downtown Areas and recreation trails shall be encouraged to foster pedestrian activity and encourage tourism in the Downtown Areas.</p>
<p><b>6.5 Specific Urban Areas</b></p> <p><b>6.5.2 Port Dover Urban Area</b></p> <p>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 focussed on port and lake-based activities, and containing an efficient pattern of development. The policies of the Plan, however, recognize the inherent flooding</p>	<p><b>6.5.2.2</b> The following policies are intended to complement the general development policies and are more specific to the Port Dover Waterfront Area:</p> <p>a) The Port Dover Waterfront Area is intended to evolve over time as a mixed-use area.</p> <p>b) A Community Improvement Project Area may be designated and delineated to permit the development of a Community Improvement Plan in accordance with Section 9.5.2 (Community Improvement) of this Plan.</p> <p>c) The LSPA Community Design Guidelines provide general design guidelines related to the entire Urban Area of Port Dover, including the Port Dover Waterfront Area. Development within the Port Dover Waterfront Special Policy Area is also subject to the waterfront</p>

Chapter / Section Description	Transportation Related Policies
<p>hazards in the Port Dover Urban Area emanating from Lake Erie and the Lynn River.</p> <p><b>6.5.2.2 Port Dover Waterfront Special Policy Area</b></p> <p>The Port Dover Waterfront Area is an important tourism and economic resources. The area will continue to fulfill its multiple roles as a tourist attraction, a working commercial port, an international gateway and a recreational and cultural resources for the County.</p> <p>Port Dover Waterfront Special Policy Area will provide direction to maintain and support tourism, the commercial fishery and provides recreational, commercial and cultural opportunities for residents. To achieve this, the policies of the Plan shall promote:</p> <ul style="list-style-type: none"> <li>• public accessibility to the shorelines and to, from and within the Area through the possible establishment of a boardwalk and/or waterfront promenade;</li> <li>• attractive and diverse public and private sector development that is compatible with the character and charm of the existing community; and</li> <li>• the protection and enhancement of the Lynn River and Lake Erie shoreline.</li> </ul> <p><b>6.5.2.3 Silver Lake Special Policy Area</b></p> <p>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.</p> <p><b>6.5.2.4 Lynn River / Black Creek Special Policy Area</b></p> <p>The Lynn River/Black Creek Special Policy 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</p>	<p>master plan and urban design guidelines outlined in the Port Dover Waterfront Master Plan and Secondary Plan (January, 2001). These guidelines are referenced within the LSPA Community Design Guidelines and must be read in conjunction with the LSPA Community Design Guidelines. The County will review and evaluate development proposals, with regard to the LSPA Community Design Guidelines. The design guidelines will be implemented through the Zoning By-law, site plan control and development agreements. General design policies that apply to all development in all land use designations within the Port Dover Waterfront Area include:</p> <ul style="list-style-type: none"> <li>i) buildings should be designed to front adjacent streets and to provide interest and comfort at ground level for pedestrians. In instances where corner lots or through lots are provided, buildings shall be designed so that all elevations facing a street present a 'front' elevation. The Zoning By-law will establish appropriate setbacks, or build-to lines for development;</li> <li>ii) parking lots should not take up street frontage along the main commercial streets and should be designed and buffered from adjacent pedestrian routes and roads through landscaping;</li> <li>iii) streets should be designed to accommodate all modes of transportation, including walking, cycling, cars, service vehicles, and public transit;</li> <li>iv) 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;</li> <li>v) parks and open spaces should be distributed throughout the Port Dover Waterfront Area, and these facilities should be linked together and connected with the broader County network of natural and open space areas; and</li> <li>vi) the development of a trail system to link open space, natural areas and park areas within and adjacent to areas of development shall be encouraged throughout the Port Dover Waterfront Area.</li> </ul> <p>d) 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 spaces and parking facilities.</p> <p><b>6.5.2.3</b> The following shall be the policy of the County:</p> <ul style="list-style-type: none"> <li>a) Notwithstanding the underlying land use designations, permitted uses in the Silver Lake Special Policy Area, delineated on Schedule "B", shall be limited to: <ul style="list-style-type: none"> <li>i) passive and active open space and recreational uses;</li> <li>ii) public and/or private commercial recreational facilities;</li> </ul> </li> </ul> <p><b>6.5.2.4</b> The following shall be the policy of the County:</p>

Chapter / Section Description	Transportation Related Policies
<p>potential flooding and that the risk of flooding may impact existing and future land uses.</p> <p>The intent of this Plan is to create a continuous link for commercial and tourism related uses between the Downtown Area and the waterfront 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.</p>	<p>b) In the consideration of any application to amend the Zoning By-law proposing to establish a commercial or residential use, the following shall be addressed:</p> <ul style="list-style-type: none"> <li>iii) adequate access to the property particularly for emergency vehicles; and</li> <li>iv) the provision of adequate parking and loading facilities.</li> </ul>
<p><b>6.8 The Lakeshore</b></p> <p><b>6.8.1 Lakeshore Special Policy Area</b></p> <p>The Lakeshore Special Policy Area (LSPA) is identified on Schedule "A" to this Plan. The Lakeshore Special Policy Area Secondary Plan, included in Chapter 11 of Part II – The Secondary Plans, complements the general policies and land use designations of Part I – The Primary Plan and provides more detailed planning strategies and land use policies to address the special lakeshore attributes and the unique local land use arrangements to ensure the community, environmental and economic sustainability of the County's lakeshore. The LSPA Secondary Plan must be read in conjunction with the policies of the Part I – The Primary Plan. Where a conflict arises between the Part I – The Primary Plan and the LSPA Secondary Plan, the policies of the LSPA Secondary Plan shall prevail.</p>	
<p><b>7.7 Urban Residential Designation</b></p> <p>The Urban Residential Designation applies to the Urban Areas of the County. The Urban Areas are 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.</p> <p>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.</p> <p><b>7.7.2 Land Use Policies</b></p>	<p><b>7.7.2</b> The following policies apply to land designated Urban Residential:</p> <p>b) Triplex, fourplex, townhouses, and other medium density housing forms, shall generally have a net density of between 15 and 30 uph, save and except for in the Courtland Urban Area where private servicing limitations shall determine the density of development. New medium density residential development and other uses that are similar in terms of profile, shall meet the following criteria:</p> <ul style="list-style-type: none"> <li>iii) the development will be encouraged to have direct access to an arterial or collector road, where possible and appropriate;</li> <li>viii) except for a triplex dwelling, fourplex dwelling or other similar small scale developments, a report on the adequacy of the road network to accommodate the expected traffic flows, and the adequacy of water and sewer services may be required from the proponent and approved by the County</li> </ul>

Chapter / Section Description	Transportation Related Policies
	<p>c) High density residential uses, including apartment buildings and other forms of multiple housing of a similar density shall be carefully located. The following criteria shall be addressed in the consideration of such applications, especially in proximity to lower density residential development:</p> <ul style="list-style-type: none"> <li>ii) the ability of the site to accommodate necessary facilities and amenities, such as garbage storage, parking and landscaped areas;</li> <li>iii) the height, form and density of the proposed development is such that no undue adverse impacts in terms of overshadowing, increased traffic or loss of amenity area are created for surrounding residential uses;</li> </ul> <p>vii) the proximity of the site to arterial or collector roads, and/or pedestrian accessibility to a Downtown Area or, in the case of the Simcoe Urban Area, a Secondary Centre, or other locations of supporting services and facilities;</p> <p>d) In evaluating applications for neighbourhood commercial uses in the Urban Residential Designation, the following criteria shall be met:</p> <ul style="list-style-type: none"> <li>iv) all required parking shall be provided on the site, and cash-in-lieu of required parking in accordance with the policies of Section 8.2.3 (Parking) of this Plan, shall not be accepted by the County;</li> <li>v) driveway access shall be approved by the County;</li> <li>vi) the facility shall be located at or in proximity to the intersection of arterial or collector roads, and shall not be located mid-block within a residential area</li> </ul>
<p><b>7.8 Downtown Designation</b></p> <p>The Downtown Designation includes retail, office, service, entertainment and other commercial uses, as well as government, institutional, residential and community activities. Downtowns will be the focus of compact and focused development oriented to the pedestrian scale.</p> <p><b>7.8.2 Land Use Policies</b></p>	<p><b>7.8.2</b> The following policies apply to land designated Downtown:</p> <p>d) Historic streetscape patterns such as block lengths, building heights, setbacks and separations will be maintained.</p> <p>f) Linkages between the Downtown Areas and recreation trails shall be encouraged to foster pedestrian activity and encourage tourism in the Downtown Areas. Council will implement the Active Transportation recommendations of the Integrated Sustainable Master Plan as they apply to Downtown Areas, to the extent practical.</p> <p>l) The provision of adequate convenient parking is important to maintaining the economic viability of Downtowns. It is recognized that in Downtowns, it may not be feasible or desirable for all developments to provide the parking on site. The provision of parking spaces shall be subject to the following policies:</p> <ul style="list-style-type: none"> <li>i) private and public parking lots will be encouraged at locations convenient to the main shopping streets. Parking lots should not be visible from or have direct frontage on a major commercial street in the Downtown;</li> <li>ii) parking areas will be encouraged to locate to the rear of buildings;</li> </ul>

Chapter / Section Description	Transportation Related Policies
	<p>iii) parking facilities shall be appropriately designed and landscaped to complement the downtown streetscape;</p> <p>iv) on-street parking is important to the economic vitality of Downtowns 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;</p> <p>v) parking will be encouraged for new residential developments;</p> <p>vi) the County may reduce or eliminate parking requirements for all developments or particular classes of development in any or all of the Downtown designations; and</p> <p>vii) the County may accept cash-in-lieu of parking as an alternative to providing any required parking.</p> <p>m) Drive-through commercial facilities may be permitted in the Downtown Designations subject to the following requirements:</p> <p>i) ingress and egress from the site will not conflict with the safe movement of pedestrians;</p> <p>ii) where adequate sight lines can be maintained to ensure safe turning movements that will not conflict with safe pedestrian and vehicular traffic;</p> <p>iii) where adequate stacking lanes can be provided on-site to ensure that pedestrian and vehicular traffic will not be impeded;</p> <p>iv) where the drive-through facilities will not restrict the development or redevelopment of adjacent properties; and</p> <p>v) that adequate and appropriate buffers be provided where the drive-through facility is adjacent to properties with residential units.</p>
<p><b>7.9 Mixed Residential/Commercial Designation</b></p> <p>The Mixed Residential/Commercial are generally areas of transition from the relatively focused and primarily commercial developments in Downtown areas to the lower-density surrounding residential neighbourhoods.</p> <p><b>7.9.2 Land Use Policies</b></p>	<p><b>7.9.2</b> The following policies apply to land designated Mixed Residential/Commercial:</p> <p>a.) It is intended that in the process of introducing commercial uses into Mixed Residential/Commercial areas that the residential character of the individual buildings and the general area shall be maintained by sensitive conversion of existing buildings with a residential character and by development of complementary additions or new buildings, by control of signs visible from the exterior and by properly locating and screening off-street parking.</p> <p>c) Adequate parking shall be provided on-site and shall generally be located to the rear of the main front wall of the building. Parking shall be adequately screened and buffered so as not to impact on adjacent residential uses.</p> <p>f) Comprehensive block development of lands in separate ownerships will be encouraged, to achieve well-designed and integrated development, including:</p> <p>i) integrated internal circulations systems;</p> <p>ii) coordinated access points, to minimize the total number of access points to abutting roads;</p> <p>v) integrated parking areas</p>

Chapter / Section Description	Transportation Related Policies
<p><b>7.10 Shopping Centre Commercial Designation</b></p> <p>The Shopping Centre Commercial Designation applies to the existing shopping centres located outside of areas designated as Downtown. These areas are primarily retail in nature, and provide a less diverse array of goods and services than provided in the Downtown Designation.</p> <p><b>7.10.2 Land Use Policies</b></p>	<p><b>7.10.2</b> The following policies apply to land designated Shopping Centre Commercial:</p> <p>b) Adequate off-street parking and loading spaces shall be provided in accordance with Zoning By-law.</p> <p>c) Shopping Centre Commercial uses shall generally only be located on Provincial Highways, subject to the approval of the Province and the County, or arterial roads, subject to the approval of the County.</p> <p>d) A high standard of site design, including landscaping, buffer areas, building design and loading, parking and loading areas, pedestrian and vehicular circulation, lighting and signage shall be required and shall be subject to the Site Plan Control Bylaw.</p> <p>e) Any enlargement of an existing Large Retail Use in the Shopping Centre Commercial Designation shall only be permitted by way of site-specific amendment to the Zoning By-law. Prior to considering a Zoning By-law amendment to accommodate an enlarge Large Retail Use, the following criteria shall be met to the satisfaction of the County:</p> <p style="padding-left: 40px;">iii) a traffic impact study shall be completed in accordance with the specific requirements of the County and the Province, as appropriate</p> <p>e) Establishment of a new Large Retail Use, of more than 3,000 m<sup>2</sup> of gross leasable floor area, in the Shopping Centre Commercial Designation shall only be permitted by way of site-specific amendment to the Zoning By-law. Prior to considering a Zoning By-law amendment to accommodate a new Large Retail Use, the following criteria shall be met to the satisfaction of the County:</p> <p style="padding-left: 40px;">iii) a traffic impact study shall be completed in accordance with the specific requirements of the County and the Province, as appropriate</p>
<p><b>7.11 Commercial Designation</b></p> <p>Commercial areas are accessible locations along the County's major transportation routes offering suitable accommodation for a specific range of commercial uses that are primarily highway-oriented, space-extensive uses that cannot be accommodated within the Downtown areas, and are mixed residential and commercial uses that have historically located along major transportation routes.</p> <p><b>7.11.2 Land Use Policies</b></p>	<p><b>7.11.2</b> The following policies apply to land designated Commercial:</p> <p>b) Adequate off-street parking and loading spaces shall be provided in accordance with Zoning By-law</p> <p>c) Commercial uses shall only locate on Provincial Highways, subject to the approval of the Province and the County, or arterial or collector roads, subject to the approval of the County.</p>
<p><b>7.13 Industrial Designation</b></p> <p>The Industrial Designation applies to older industrial sites that are under-utilized and poorly situated to attract new industrial investment. Generally, areas designated as Industrial are located near to residential areas and their intensive use for industrial purposes may conflict with neighbouring sensitive uses.</p>	<p><b>7.13.2</b> The following policies apply to land designated Industrial:</p> <p>b) The conversion of lands designated industrial to other land use designations of this Plan shall be subject to an amendment to this Plan and to the rezoning of the subject lands. Applications for the conversion of lands designated Industrial to other land uses shall be subject to the consideration of the following policies:</p>

Chapter / Section Description	Transportation Related Policies
<p>The conversion of lands designated as Industrial to other uses more compatible with the neighbourhood context in which the lands are situated is encouraged.</p> <p><b>7.13.2 Land Use Policies</b></p>	<ul style="list-style-type: none"> <li>v) Adequate parking for residents, employees and visitors shall be provided on-site;</li> <li>vi) A planning rationale report assessing the compatibility of the proposed use and potential impact on adjacent uses as well as addressing any other relevant matter outlined in Section 9.6.1 (Official Plan Amendments) of this Plan shall be provided;</li> <li>vii) A traffic impact study, in accordance with the requirements of the County and the Province, shall be provided</li> </ul>
<p><b>7.14 Major Institutional Designation</b></p> <p>The Major Institutional Designation is intended to recognize those major public institutions that benefit the residents of Norfolk County, and occupy large and prominent sites. Major Institutional uses provide important specialized medical, educational, governmental and correctional services and are a significant source of employment for the entire County. Major Institutional uses may include hospitals, elementary and secondary schools, post-secondary educational facilities, correctional facilities, courthouses, and government complexes. These Major Institutional uses tend to be intensely built and attract high traffic volumes; consequently, they require an independent land use designation.</p> <p><b>7.14.2 Land Use Policies</b></p>	<p><b>7.14.2</b> The following policies apply to land designated Major Institutional:</p> <ul style="list-style-type: none"> <li>a) Specific development standards for permitted uses and ancillary uses shall be included in the Zoning By-law and may include floor space limitations, parking requirements, and limitations on signage and advertising.</li> <li>c) Any proposal to add or enlarge an Major Institutional Designation shall be evaluated on the basis of: <ul style="list-style-type: none"> <li>ii) the adequacy of social and physical services, including roads to accommodate the proposed use.</li> </ul> </li> <li>d) Adequate off-street parking areas shall be provided in accordance with the provision of the Zoning By-law, and access to parking areas shall be limited and designed to provide maximum safety for pedestrian and vehicular traffic.</li> <li>e) Larger scale Major Institutional Uses, listed in Section 7.14.1 a) (Permitted Uses) shall be subject to the following policies: <ul style="list-style-type: none"> <li>i) Larger scale Major Institutional Uses shall be located where there is direct access to an arterial or collector road to discourage traffic from using local roads</li> </ul> </li> </ul>
<p><b>7.16 Urban Waterfront Designation</b></p> <p>The Urban Waterfront Designation is intended to accommodate commercial facilities and services in convenient locations to serve the needs of residents and tourists. It is intended that the Urban Waterfront Designation only be applied in the Urban Areas in direct proximity to the water's edge of Lake Erie, in order to promote the ongoing development of marine industries, tourist destinations, and support existing residents. It is recognized that the inherent flood prone areas and hazard lands influence this Designation, affecting both existing and future land uses.</p> <p>The Urban Waterfront Designation recognizes that marine industrial uses and activities are important and will continue to be important to the local economy and heritage of Port Dover, particularly with respect to the commercial fishing and marine industry. It is the intent of</p>	<p><b>7.16.2</b> The following policies apply to land designated Urban Waterfront:</p> <ul style="list-style-type: none"> <li>d) In the consideration of any Zoning By-law amendment proposing to establish any of the permitted uses, the following shall be addressed: <ul style="list-style-type: none"> <li>ii) adequate access to the property from a public road; and</li> <li>iii) the provision of parking and loading facilities.</li> </ul> </li> </ul>

Chapter / Section Description	Transportation Related Policies
<p>this Plan to protect, maintain and promote the Commercial Fishing Port as an ongoing viable commercial/industrial activity that has significant historic relevance and adds to the charm and appeal of the community.</p> <p><b>7.16.2 Land Use Policies</b></p>	
<p><b>7.17 Major Public Infrastructure Designation</b></p> <p>Major Public Infrastructure uses provide public services, such as drinking water, waste water treatment and public works yards that are essential to the health and well-being of County residents and visitors and which support local economic activities and institutions. Major Infrastructure uses are to be protected from intrusions by sensitive land uses that may restrict the operations of existing or expanded municipal facilities.</p> <p><b>7.17.2 Land Use Policies</b></p>	<p><b>7.17.2</b> The following policies apply to land designated Major Public Infrastructure:</p> <p>c) Development of lands designated as Major Public Infrastructure shall have adequate parking, loading and garbage collection/storage facilities provided on site.</p>
<p><b>8.0 Networks and Infrastructure</b></p> <p>Norfolk County’s networks and infrastructure, including all roads, trails, sewers, watermains, electric, utility, waste disposal, and telecommunications facilities, play an important role in defining the County and ensuring its sustainability. These systems are vital to economic competitiveness, community health and environmental responsiveness. The policies of this Plan, and specifically this Section, strive to ensure the efficient and cost-effective co-ordination between long-term growth management and the provision of infrastructure.</p>	
<p><b>8.2 The Transportation Network</b></p> <p>Transportation plays an important role in determining the quality of life within a community through the level of service and accessibility to employment, social, recreational and shopping opportunities provided by the transportation network. Road, rail, air and water transportation all play roles in goods movement throughout the County.</p> <p>The Transportation Plan, set out in Schedule “E” is based on the inter-relationship of land use and transportation. The transportation system is intended to be compatible with and supportive of the land use pattern. Roads have different characteristics, depending on the nature of the surrounding land use. A road in the rural and agricultural portion of the County</p>	<p>The following shall be the policy of the County:</p> <p>a) The efficiency of the transportation network should be maximized by coordinating transportation planning initiatives and activities with other levels of government and transportation agencies.</p> <p>b) All transportation services shall be planned and constructed in a manner that supports the policies of this Plan. Upgrades to transportation services may be required to be approved in accordance with the Environmental Assessment Act.</p> <p>c) Corridors and rights-of-way for significant transportation facilities shall be planned for and protected to serve the long-term needs of the County. Development that could preclude the use of a corridor or right-of-way for its long-term purpose shall not be permitted.</p> <p>d) The preservation and reuse of abandoned transportation corridors for purposes that maintain the corridor’s continuous linear</p>

Chapter / Section Description	Transportation Related Policies
<p>will exhibit rural characteristics, matching rights-of-way with their expected function and use. However, roads that, for example, traverse historic Hamlet Areas or Urban Areas are expected to maintain the character of those areas and provide both lower speed access as well as a pedestrian environment.</p> <p>The roads also facilitate the safe and efficient movement of both people and goods through the County at minimal economic, environmental and social cost. Additionally, the network is intended to promote the development pattern in the County and be supportive of economic activity.</p> <p><b>8.2.1 Movement of Goods</b></p> <p>The limitations on Provincial Highways and the lack of freeway access to the County have limited the accessibility to high-order road transportation. Consequently, every effort shall be made to ensure an efficient and effective road, air and water transportation system.</p> <p><b>8.2.2 Hierarchy and Classification of Roads</b></p> <p>Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, traffic characteristics, speed and interconnections.</p> <p><b>8.2.2.1 Provincial Highways</b></p> <p>Provincial Highways No. 3, 6 and 24 are Provincial Highways illustrated on Schedule “E” and are under the jurisdiction of the Ministry of Transportation.</p> <p><b>8.2.2.2 County Roads</b></p> <p>County roads have a range of functions, carrying high, medium and low volumes of traffic on arterial, collector and local roads, respectively. County roads serve the purpose of carrying traffic, as well as providing access to land.</p> <p><b>8.2.2.3 Arterial Roads</b></p> <p>Arterial Roads identified on Schedule “E” are roads designed to carry high volumes of traffic from Provincial Highways and other interregional roads to the collector road system, and vice-versa.</p> <p><b>8.2.2.4 Collector Roads</b></p>	<p>characteristics shall be encouraged, whenever appropriate and feasible.</p> <p>e) Connectivity of the transportation network within the County and crossing into adjacent jurisdictions shall be maintained and, where possible and feasible, improved.</p> <p>f) The County shall ensure that adverse environmental effects, such as noise, vibration and air quality deterioration, will be mitigated in the planning, design, and construction of elements of the transportation network in accordance with the policies of Section 8.8 (Noise, Vibration, Odour and Light Emissions). This shall apply to all air, rail, road and water transportation facilities.</p> <p>g) The automobile will continue to be the main mode of transportation within the County due to its predominantly rural character, small and dispersed population, and size of the Urban Areas. Notwithstanding this, a land use pattern, density and mix of uses shall be promoted in the Urban Areas that reduces growth in the length and number of vehicle trips, and creates the potential for public transit viability and other alternative and sustainable transportation modes such as walking and cycling.</p> <p>h) Safe and convenient pedestrian interfaces with roads shall be encouraged.</p> <p>i) The impact of a development proposal on the transportation system, including the means of access, shall be examined through a traffic impact study. Only those development proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the County shall require, as a condition of development approval, that the proponent of the development:</p> <ul style="list-style-type: none"> <li>i) improve the system in the vicinity of the proposed development without the County incurring any costs;</li> <li>ii) make the necessary financial contributions for the required improvements; and/or</li> <li>iii) dedicate rights-of-way for the development of roads.</li> </ul> <p>The cost of traffic impact studies and any other required supporting documentation shall be borne by the proponent. Costs incurred by the County in engaging peer review consultants to evaluate the proposal and supporting submissions shall be reimbursed by the proponent.</p> <p>j) The County may implement traffic calming measures near schools, nursing homes, hospitals and in downtowns. The County will apply the Canadian Guide to neighbourhood Traffic Calming as the guiding document for the design and installation of traffic calming measures. The County may create specific design guidelines appropriate to the local context.</p> <p>k) Complete streets are designed and operated to enable safe access for all users, including pedestrians, cyclists, motorists, transit users, commercial and emergency vehicles. The County will consider the implementation of complete street guidelines, appropriate to the local context, as roads are reconstructed and new roads built.</p>

Chapter / Section Description	Transportation Related Policies
<p>Collector roads are designed with the dual function of carrying moderate volumes of local traffic to arterial roads, and distributing arterial traffic to local roads, while providing access to abutting properties.</p> <p><b>8.2.2.5 Local Roads</b></p> <p>The remainder of the streets in the County road system are classified as local roads. Local roads are intended to carry low volumes of traffic and to provide access to individual properties.</p> <p><b>8.2.3 Parking</b></p> <p>Given that the automobile will continue to be the principle mode of transportation within the County, the provision of sufficient parking, in terms of size, location and quantity is an important consideration in the Plan.</p> <p><b>8.2.4 Public Transit</b></p> <p>Transit provides opportunities to enhance the mobility options for people who do not or cannot drive to access goods, services, amenities, and local attractions.</p>	<p><b>8.2.1</b> The following shall be the policy of the County:</p> <ul style="list-style-type: none"> <li>a) The County shall ensure the co-ordination between growth management and the transportation systems.</li> <li>b) The County shall work with transportation industries to facilitate the efficient movement of goods by road, water and air, by improving the level of service while maintaining community safety and minimizing risk.</li> <li>c) The County shall ensure that appropriate road service is provided to employment areas.</li> <li>d) The County shall ensure that designated commercial areas are serviced by roads with appropriate traffic volume capacity.</li> <li>e) Through the passing of by-laws, the County may establish truck routes along Provincial Highways, arterial roads and non-residential collector roads, thereby avoiding local roads in residential neighbourhoods, in order to protect residents from noise and corridor emission pollutants.</li> <li>f) The County shall maintain and encourage the protection of abandoned rail corridors for other linear uses.</li> </ul> <p>Public roads in the County shall be classified into a hierarchy on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule “E”.</p> <p><b>8.2.2</b> The following shall be the policy of the County:</p> <ul style="list-style-type: none"> <li>a) The County shall review road corridors, in consultation with the Province, to determine if a change in road classification is necessary. The transfer of a road from one jurisdiction to another shall not require an amendment to this Plan, notwithstanding the change in classification.</li> <li>b) Any change in the function of a road shall not require an amendment to this Plan to change the classification depicted on Schedule “E”. The Official Plan may be modified as a result of such a change in the function of a road at the time of a review in accordance with Section 9.3 (Official Plan Monitoring and Review). Similarly, minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment shall not require an amendment to this Plan.</li> <li>c) The County shall, as needed, enact access control by-laws for specified County roads with present or anticipated high traffic flows. Access control by-laws may be developed for any County road where high traffic or a significant percent of truck traffic develops.</li> <li>d) Development shall only be permitted where frontage and access is to an open and public road that is maintained on a year-round basis, as determined by the County. Any road improvement required to bring a road up to a standard deemed appropriate by the County shall be at the expense of the benefiting landowner(s).</li> </ul>

Chapter / Section Description	Transportation Related Policies
	<p>e) Road access points shall be designed to the satisfaction of the County and be in locations that will not create a hazard due to impaired line of sight, or any other geometric, transportation or land use planning consideration.</p> <p>f) Minimum right-of-way widths are provided for each classification of road. However, in the Urban Areas and Hamlet Areas, and in certain other circumstances, the County may consider alternative development standards including reduced right-of-way widths. The County recognizes that in some existing developed areas the reconstruction of roads to the standards required by the policies of this Plan may be economically or physically infeasible due to constraints of existing buildings, existing services, access driveways and other conditions. In order to secure needed road improvements in such cases, it will be necessary to find a realistic balance between accepted engineering standards and the disruptive effects upon existing conditions. In particular, in considering improvements in the Downtown Areas, as defined on Schedule "B", careful attention shall be given to the effects of transportation improvements upon the heritage buildings, open pedestrian areas and general character of the area.</p> <p>g) Where additional land is required for road widenings and extensions, such land shall be dedicated wherever possible, in the course of approving draft plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan. The dedication of such land shall take into account the following:</p> <ul style="list-style-type: none"> <li>i) the classification of the road as indicated on Schedule "E" of this Plan and the extent of the right-of-way that may be required for that road classification as established by the policies of this Plan;</li> <li>ii) road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, historic building locations, grade separation, channelization, existing development or other unique conditions make the dedication of equal widenings infeasible;</li> <li>iii) the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, sight triangles at intersections including intersections of an arterial road and a railway line, railway grade separations, and/or any other traffic or road engineering consideration. The extent of the widening shall be based on specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria;</li> <li>iv) any required facilities to ensure accessibility for all members of the public, including people with disabilities;</li> <li>and</li> <li>v) requirements as established by County.</li> </ul> <p>h) No development or redevelopment of land shall be approved in close proximity to an intersection or railway crossing which is scheduled for improvement until the improvement has been sufficiently designed to determine the land requirement for the improvement.</p>

Chapter / Section Description	Transportation Related Policies
	<p>i) As a measure of maintaining a satisfactory road system, the County shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road.</p> <p>j) Any proposals to widen, extend, realign or improve roads shall consider Natural Heritage Features and cultural heritage landscape factors and attributes of adjacent land, or views created by the road. The County may require a landscape assessment prior to approval or endorsement of any proposals to widen, extend, realign or improve roads.</p> <p>k) Paved streets, curbs and gutters shall be provided for any major new development or redevelopment in the Urban Areas to the satisfaction of the County. Sidewalks may be required to be provided in new development or redevelopment as determined by the County in accordance with the policies of this Plan. The County may consider lower development standards outside of the Urban Areas, subject to the policies of this Plan.</p> <p><b>8.2.2.1</b></p> <p>The following shall be the policy of the County:</p> <p>a) Transfer of any Provincial Highway to another jurisdiction shall not require an amendment to this Plan.</p> <p>b) The Ministry of Transportation shall have jurisdiction and control over access to Highways No. 3, 6 and 24, and development within the Ministry's permit control area.</p> <p>c) Direct private access to the Provincial Highway shall be restricted and shall require the approval and permit(s) from the Ministry of Transportation. Developments and private access driveways shall be encouraged to use existing County roads and service roads wherever possible. Where access from the Provincial Highway is feasible, it shall only be considered for those properties that meet the minimum safety and geometric requirements of the Ministry of Transportation. Where access is available to a County road, access to the Provincial Highways shall not be permitted.</p> <p>d) The County shall pursue control from the Province over the Provincial Highway corridor connecting links through the Urban Areas.</p> <p>e) The Ministry of Transportation shall determine the right-of-way width for the Provincial Highways.</p> <p>f) All development adjacent to the Provincial Highway shall be subject to the safety and geometric requirements and permits of the Ministry of Transportation.</p> <p>g) Generally, open storage and loading areas shall be screened from Provincial Highways.</p>

Chapter / Section Description	Transportation Related Policies
	<p><b>8.2.2.2</b> The following shall be the policy of the County:</p> <p>a) The County shall address the adequacy of sight distances related to the road alignment and shall avoid multiple individual access points when reviewing development applications on County roads.</p> <p>b) On certain County roads that exhibit high traffic volumes, access limitations may be required. Access to all County roads shall be subject to the approval of Norfolk County.</p> <p><b>8.2.2.3</b> The following shall be the policy of the County:</p> <p>a) Access from abutting properties to arterial roads shall be approved by the County.</p> <p>b) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, the minimum basic road right-of-way width for an arterial road shall be 36 metres. Setbacks from arterial roads shall be established in the Zoning By-law.</p> <p>c) The flow of traffic on arterial roads shall take precedence over on-street parking, except in the Downtown Areas, where traffic and on-street parking needs shall be balanced.</p> <p>d) In the Urban Areas, sidewalks shall generally be constructed on both sides of an arterial road.</p> <p><b>8.2.2.4</b> The following shall be the policy of the County:</p> <p>a) On-street parking may be permitted on collector roads in the Urban Areas, although location and time restrictions may be enforced in specific instances; for example, adjacent to schools or during peak periods of traffic demand.</p> <p>b) Direct access to collector roads shall be permitted, subject to geometric design considerations.</p> <p>c) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, the minimum basic road right-of-way width for collector roads shall generally be 26 metres.</p> <p>d) In the Urban Areas, sidewalks shall generally be constructed on both sides of collector roads.</p> <p><b>8.2.2.5</b> The following shall be the policy of the County:</p> <p>a) Except as noted in Section 8.2.2(g) (Hierarchy and Classification of Roads) of this Plan, local roads shall generally be two traffic lane roads with a minimum road right-of-way width of 20 metres and be designed to carry local traffic and to provide land access to abutting properties. In instances where more than two lanes of traffic are to be accommodated, the minimum right-of-way width shall be 23 metres.</p> <p>b) Local roads shall be designed to discourage high speed traffic through frequent stop signs or other appropriate design measures.</p>

Chapter / Section Description	Transportation Related Policies
	<p>c) Sidewalks may generally be required on one side of local roads. In instances where local roads lead directly to a school, park, community facility or other facility which generates pedestrian traffic, or where safety of pedestrians is of particular concern, sidewalks may be required on both sides of the road.</p> <p>d) Some local roads are only seasonally maintained. Nothing in this Plan shall be construed to imply specific seasonal road or maintenance improvement initiatives within the planning horizon of the Official Plan.</p> <p><b>8.2.3</b> The following shall be the policy of the County:</p> <p>a) Except in Downtown Areas, all new development and redevelopment, including re-use of existing buildings, shall be required to provide adequate off-street parking and loading spaces in accordance with standards established in the Zoning By-law. Access and egress to all off-street parking or loading spaces shall be limited in number and designed to minimize danger to vehicular and pedestrian traffic.</p> <p>b) Parking needs in the Downtown Areas will be assessed in order to provide adequate and convenient on- and off-street parking.</p> <p>c) All new development or redevelopment in the Downtown Areas shall be encouraged to provide sufficient parking on-site to accommodate the proposed use. Parking in Downtown Areas shall be subject to the policies of Section 7.8.2 I) (Downtown Designation) of this Plan.</p> <p>d) Where the required parking cannot be provided on site for a proposed development within the Downtown or Urban Waterfront Designations, the County may collect a cash-in-lieu payment, pursuant to Section 40 of the Planning Act, to be used expressly for the provision of additional parking spaces in an appropriately defined area.</p> <p>e) The provision of off-site parking, may be considered provided that the off-site parking will be within a convenient walking distance of the proposed development and subject to the satisfaction of the County. The County may reduce the Zoning Bylaw parking requirements for affordable and senior housing projects where the development proponent is able to demonstrate, to the satisfaction of the County, that the provision of a reduced number of parking spaces will adequately accommodate the on-site parking needs of residents, visitors and staff.</p> <p><b>8.2.4</b> The following shall be the policy of the County:</p> <p>a) The County will explore opportunities to enhance transit services in partnership with community and/or government partners, including adjacent municipalities.</p> <p>b) Development within Urban Areas shall, where appropriate, take into consideration the safe and convenient provision of transit services.</p> <p>c) The continued need for transit services will be considered on an on-going basis.</p>

Chapter / Section Description	Transportation Related Policies
<p><b>8.3 Walking, Cycling and Trails</b></p> <p>Bicycle and pedestrian trails and paths contribute to healthy communities. This Plan recognizes and supports cycling and walking as alternative sustainable modes of travel. The County encourages the development of enhanced walking and cycling routes designed for people of all ages and abilities.</p>	<p>The following shall be the policy of the County:</p> <ul style="list-style-type: none"> <li>a) Existing and proposed trails for walking and cycling are generally illustrated on Schedule “I” to this Plan. The County shall work towards providing bicycle and pedestrian paths, separated from the roadway, on existing and proposal roads, on abandoned rail corridors, on utility corridors, and within parks and open spaces, as appropriate. Priority shall be given to the development and enhancement of routes illustrated on Schedule “I” of this Plan.</li> <li>b) The County shall consider adapting roads to provide safer travel for bicycles, where feasible and appropriate.</li> <li>c) The County shall undertake to interconnect existing walking trails and bicycle paths, where feasible and appropriate.</li> <li>d) The County shall encourage the integration of bicycle path and walkway systems into the design of transportation facilities, including transit services, by including facilities such as protected bicycle storage areas at places of employment and major community, institutional, educational, cultural and shopping locations, where appropriate.</li> <li>e) The County shall encourage the continued use and development of the multi-purpose trail system connecting Simcoe, Delhi, Waterford and other municipalities, as well as connections to the Trans Canada Trail.</li> <li>f) The County shall work towards the development of a waterfront trail between Port Dover and Long Point, the details of which shall be established through the Lakeshore Secondary Plan, further to Section 11 (Lakeshore Special Policy Area).</li> <li>g) The County shall use the design guidelines in the Integrated Sustainable Master Plan for the further development and enhancements of walking, cycling and trail facilities.</li> <li>h) The County will promote streetscape improvements that encourage the use of active transportation including the installation of benches, waste receptacles, bicycle racks, crosswalks, pedestrian scale lighting and shade.</li> <li>i) The County will require that sidewalks be well lit and be accessible for all users, including people with disabilities.</li> <li>j) The County will, where appropriate, include requirements for walking, cycling and trail infrastructure in the approval of site plan and other development applications.</li> <li>k) Schedule “I” shows off-road trails that may be located within neighbourhood and community parks, conservation lands and on other public and private lands. Changes to the off-road trail system, including the re-routing, removal and addition of off-road trails will not require an amendment to this Plan.</li> <li>l) The County may, where appropriate and in consultation with the Conservation Authority, provide infrastructure to access creeks, rivers and lakes for recreational boating.</li> </ul>

Chapter / Section Description	Transportation Related Policies
	m) The County shall prepare and regularly up-date a Walking, Cycling and Trails Master Plan.
<p><b>8.4 Air Transportation</b></p> <p>Convenient access to local and regional air travel and transportation facilities would be valuable to the residents and businesses of Norfolk County. It is anticipated that any air fields, air strips or airports within the County will play a minor general aviation role.</p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall investigate alternatives for securing a fully functioning regional airport that is viable in the long term and shall work with all adjacent jurisdictions to study the existing level of service and operational deficiencies in the system of airports and airfields.</p>
<p><b>8.5 Rail Lines</b></p> <p>Norfolk County views the existing rail line in the County as an asset, and supports the continuation of a safe and efficient railway network. While a number of rail lines have been eliminated, the remnant rail line traversing the County from the Town of Tillsonburg to the east of the Courtland Urban Area will be supported and promoted.</p>	<p>The following shall be the policy of the County:</p> <p>a) Any proposed new residential or other sensitive use within 300 metres of an active railway right-of-way shall be supported by noise and compatibility studies, completed to the satisfaction of the County, in consultation with the appropriate railway company and the Ministry of the Environment and Climate Change.</p> <p>b) Any proposed new development within 75 metres of an active railway right-of-way shall be supported by a vibration impact study, completed to the satisfaction of the County, in consultation with the appropriate railway company and the Ministry of the Environment and Climate Change.</p> <p>c) For development adjacent to a railway right-of-way, appropriate safety measures such as setbacks, berms and security fences will be provided to the satisfaction of the County in consultation with the appropriate railway company.</p> <p>d) Proponents of development within 300 metres of an active railway right-of-way are encouraged to consult with the appropriate railway company prior to filing formal development applications.</p>
<p><b>8.6 Water Transportation</b></p> <p>Lake Erie provides an important opportunity for recreational transportation, goods movement, and ferrying services.</p>	<p>The following shall be the policy of the County:</p> <p>a) The planning and development of port, docking, harbour and associated road facilities whether initiated by federal, provincial and other agencies, or the private sector, should be carried out comprehensively and should consider such matters as the:</p> <ul style="list-style-type: none"> <li>iii) public use of and access to port facilities;</li> <li>iv) most effective intermodal linkages with transportation facilities;</li> <li>v) integration of functions into multi-use facilities;</li> <li>viii) traffic impacts and the coordination of roads and parking</li> </ul>
<p><b>8.12 Emergency Services</b></p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall ensure that emergency services are provided in a manner that achieves appropriate response time targets and standards. To support the effective and efficient delivery of emergency management services, the County shall consider the following:</p> <ul style="list-style-type: none"> <li>i) locate emergency services where effective delivery of services can meet established targets and standards;</li> </ul>

Chapter / Section Description	Transportation Related Policies
	<ul style="list-style-type: none"> <li>ii) plan for a transportation system that facilitates meeting emergency response time targets;</li> <li>iii) the potential impact on traffic calming initiatives on emergency response times;</li> <li>iv) review the proposed access for emergency services in all development applications;</li> <li>v) require the provision of a secondary access for emergency vehicles for all new cul-de-sacs that exceed 250 metres in length, as a condition of development approval</li> </ul>
<p><b>9.5 Planning Tools</b></p> <p><b>9.5.1 Secondary Plans</b></p> <p>Secondary plans shall be prepared to plan for growth and development on large tracts of land within the County or existing portions of the County that require special land use policies. Should tracks of land for growth and development be identified that are beyond the existing Urban Area boundaries as a result of subsequent reviews of this Plan, a secondary plan shall be required prior to development.</p> <p><b>9.5.1.1 Supporting Requirements for Secondary Plan</b></p> <p>The County, in order to provide the appropriate background information for the any secondary plan, may require the undertaking of a number of background reports.</p> <p><b>9.5.1.3 Contents of Secondary Plans</b></p> <p><b>9.5.2 Community Improvement</b></p> <p>The County shall work to maintain and promote an attractive, well maintained and safe living and working environment through community improvement. The Community Improvement provisions of the Planning Act give Norfolk County planning tools to proactively stimulate community improvement, rehabilitation and revitalization. In designated Community Improvement Project Areas, the preparation of Community Improvement Plans will provide Norfolk County with various powers to promote community improvement. This includes incentives to stimulate or leverage private and/or public sector investment.</p>	<p><b>9.5.1.1</b> These may include, but are not limited, to:</p> <ul style="list-style-type: none"> <li>a) A determination of environmental protection and natural heritage areas;</li> <li>b) A master servicing plan;</li> <li>c) A stormwater management study;</li> <li>d) A traffic impact analysis;</li> <li>e) An urban design master plan;</li> <li>f) An agricultural impact assessment; and</li> <li>g) A planning rationale report.</li> </ul> <p>The requirements of Subsections (a) through (e) may be embodied in an integrated and comprehensive study known as a Master Environmental Servicing Plan (MESP).</p> <p><b>9.5.1.3</b> Contents of a Secondary Plan should include the following:</p> <ul style="list-style-type: none"> <li>a) A statement of the basis or rationale for the preparation of the Secondary Plan;</li> <li>b) A description of the area under study and the role and relationship of the area to the County as a whole;</li> <li>c) A description of the current land use, ownership, built and natural environment, and infrastructure in the area;</li> <li>d) A statement of the desired land use arrangement for the area;</li> <li>e) Goals and objectives appropriate for the area including a statement of how they are in keeping with the Goals and Objectives of this Plan;</li> <li>f) Concept plan(s) showing, where appropriate, the following: <ul style="list-style-type: none"> <li>i) land use designations of the desired type and pattern of development with due consideration to the community design policies of this Plan,</li> <li>ii) the nature and location of public facilities,</li> <li>iii) the desired transportation network for the area and its links to the existing transportation network of the County,</li> <li>iv) the nature and location of municipal services,</li> <li>v) the identification, protection and integration of significant cultural heritage resources and Natural Heritage Features, and</li> <li>vi) the phasing of development and infrastructure;</li> </ul> </li> <li>g) Specific policies and strategies for achieving the goals and objectives established for the area that complement the policies of this Plan; and</li> </ul>

Chapter / Section Description	Transportation Related Policies
	<p>h) Implementation measures to ensure the orderly delivery of the planned development.</p> <p><b>9.5.2</b> The following shall be the policy of the County:</p> <p>b) The designation of Community Improvement Project Areas shall be based on one or more of the following conditions being present:</p> <ul style="list-style-type: none"> <li>iv) poor road access and/or traffic circulation</li> </ul> <p>c) Community Improvement Plans shall be prepared and adopted to:</p> <ul style="list-style-type: none"> <li>vi) improve traffic circulation within the Community Improvement Project Areas;</li> <li>vii) encourage off-street parking and provide municipal parking facilities where feasible and appropriate;</li> </ul>
<p><b>9.6 Development Control</b></p> <p><b>9.6.5 Site Plan Control</b></p> <p>Norfolk County shall utilize site plan control as provided for in the Planning Act. Site plan control applications can vary significantly in their complexity and need for review by County departments and external agencies. The Site Plan Control Bylaw for the County may establish different categories of site plan control applications, with a corresponding fee structure, relating to their complexity.</p>	<p><b>9.6.5</b> The following policies shall apply to site plan control:</p> <p>f) The County shall acquire the widening of road rights-of-way, turning lanes, sight triangles at intersections and other road widening requirements, in accordance with the policies of Section 8.2.2 (Hierarchy and Classification of Roads), as a condition of site plan approval.</p>

## 2.1.2 NCOP – Area Transportation Context

### 2.1.2.1 Provincial Highways

**Highway 6** is identified as a provincial highway under the jurisdiction of the Ontario Ministry of Transportation (MTO). At the intersection of Walker St to the west, Highway 6 becomes an Arterial Road.

### 2.1.2.2 Arterial Roadways

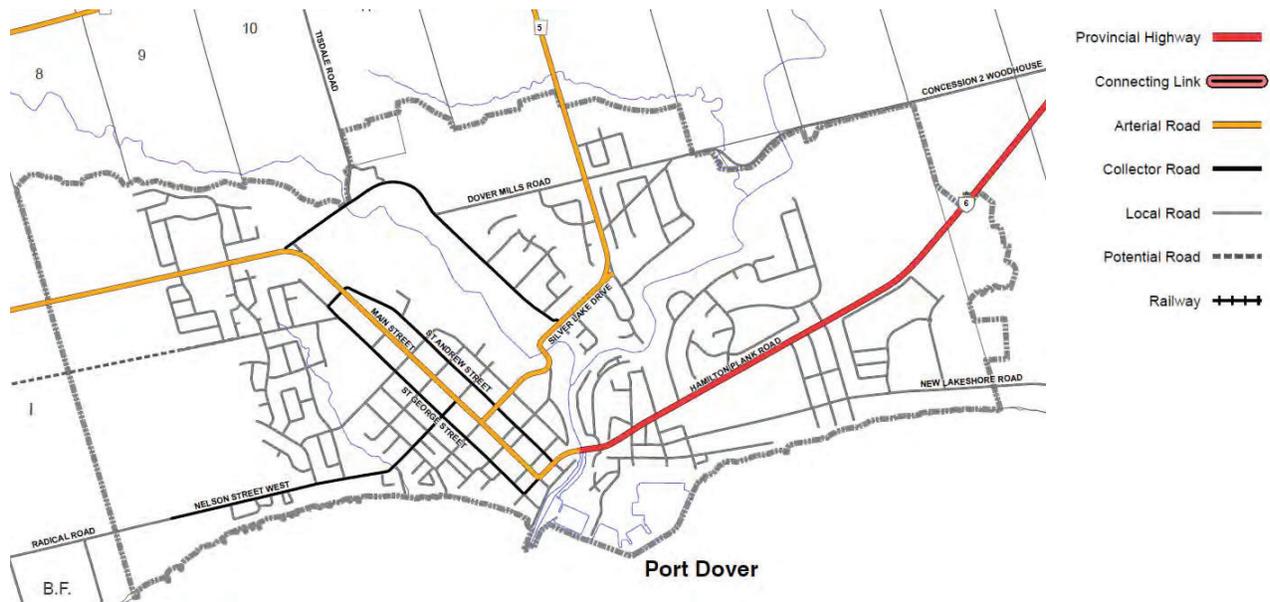
**Highway 6** west of Walker St and **County Rd 5** are identified as arterial roads, bisecting Port Dover from the east-west and north-south, respectively. The basic minimum right-of-way for arterial roads is 36 meters.

### 2.1.2.3 Collector Roadways

**Nelson Street West, St. George Street, St. Andrew Street, and Prospect Street** are identified as collector roads. The basic minimum right-of-way is 26 meters.

### 2.1.2.4 Local Roadways

The remainder of the roads are identified as local roads. They are generally two traffic lane roads with a minimum road right-of-way width of 20 meters. In instances where more than two lanes of traffic are to be accommodated, the minimum right-of-way width shall be 23 meters.



**FIGURE 2: EXCERPT FROM NCOP SCHEDULE E – TRANSPORTATION**

### 2.1.3 NCOP – Active Transportation Network

Active transportation facilities in the NCOP include but are not limited to multi-use trails, off-road trails, paved shoulders, bike paths, and pedestrian paths, and other facilities to be determined through the Integrated Sustainability Master Plan (ISMP).

Figure 3 of the NCOP identifies the County's active transportation routes. Regional active transportation routes within Port Dover include:

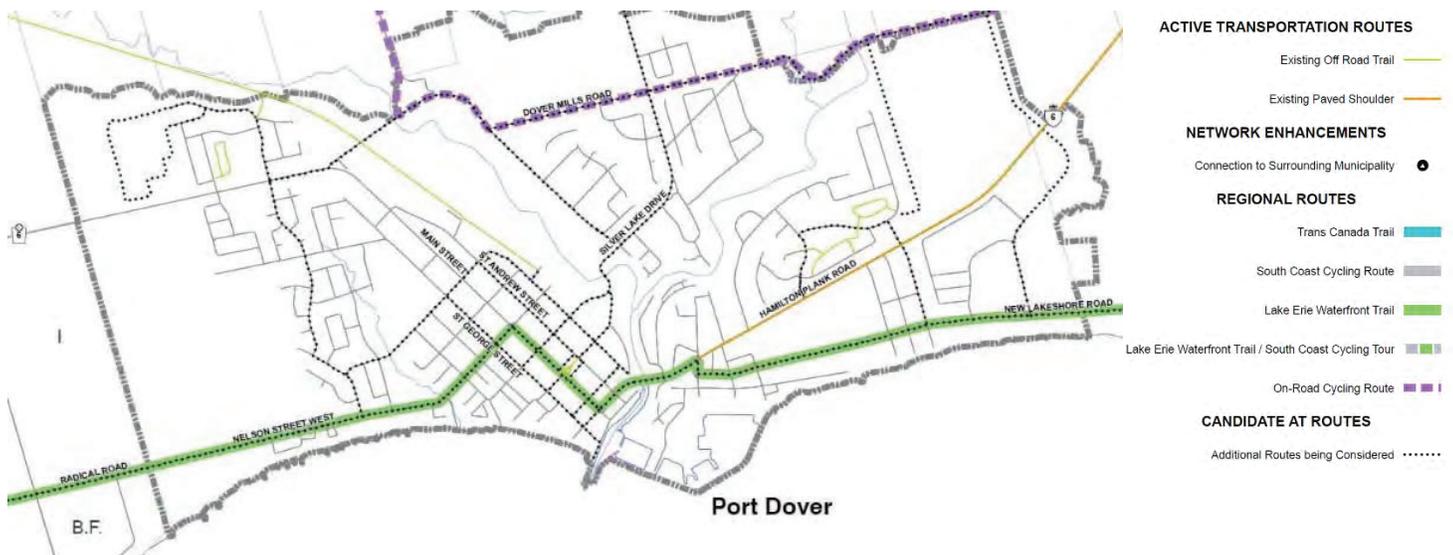
- Lake Erie Waterfront Trail running east-west along New Lakeshore Road
- On-road cycling tour routes running primarily east-west along Marburg Road, Concession 2 Woodhouse, Dover Mills Road, Tisdale Road and County Road

Existing active transportation routes within Port Dover include:

- Off-road local trails including the Lynn Valley Trail linking Port Dover to Simcoe
- Existing paved shoulder along Highway 6 / Hamilton Plank Road to the east

Council will implement the Active Transportation recommendations of the Integrated Sustainable Master Plan as applicable. Additional active transportation routes are being considered, with proposed routes predominantly located along the waterfront and downtown area, with a few routes proposed in residential neighborhoods to bridge connectivity with existing facilities.

A more detailed review of the existing and proposed active transportation facilities is further outlined in Section 2.4.



**FIGURE 3: EXCERPT FROM NCOP SCHEDULE I – ACTIVE TRANSPORTATION**

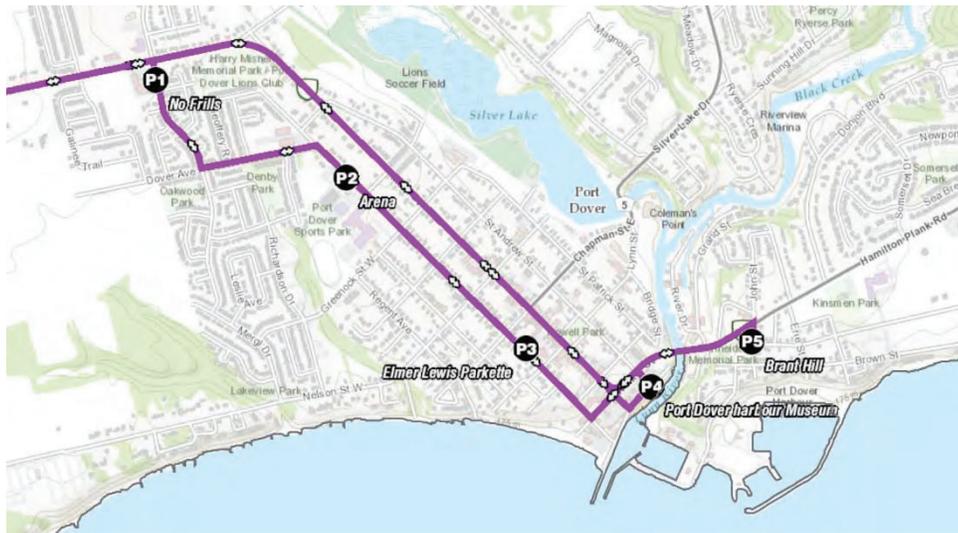
## 2.1.4 NCOP – Transit Network

Ride Norfolk Transit operates a Monday-Friday bus service year round with a daily Simcoe route and daily Brantford route. Various communities in the County are also serviced on an alternating schedule each day of the week.

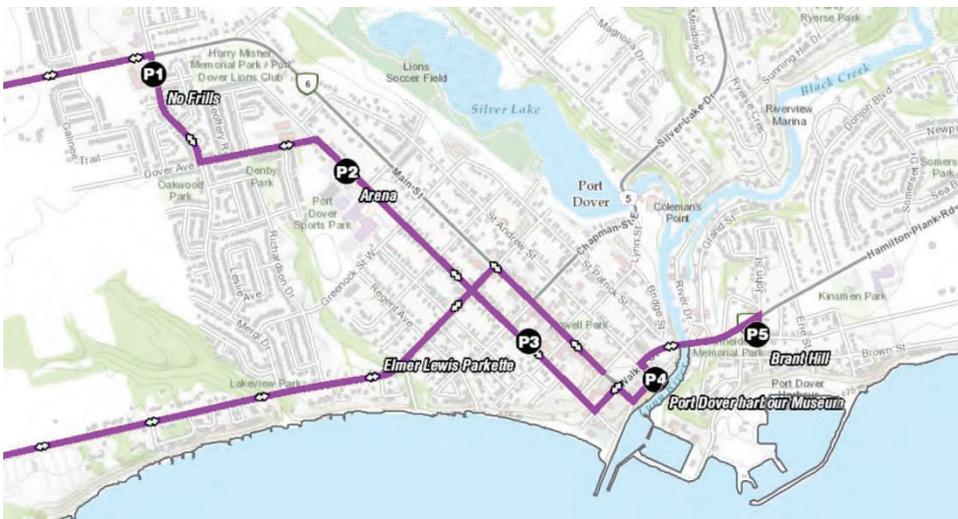
Port Dover is serviced on the following days:

- Thursday – Simcoe, Brantford, Delhi, Bill's Corner, Port Dover
- Friday – Simcoe, Brantford, Port Dover, Port Ryerse, Turkey Point, Vittoria

Figures 4 and 5 show the routes and stops running through Port Dover on Thursday and Friday, respectively.



**FIGURE 4: RIDE NORFOLK TRANSIT GIS MAP – THURSDAY SCHEDULE**



**FIGURE 5: RIDE NORFOLK TRANSIT GIS MAP – FRIDAY SCHEDULE**

## 2.2 LAKESHORE SPECIAL POLICY AREA SECONDARY PLAN (LSPASP)

As a primary Urban Tourism Node, Port Dover accommodates a range of tourism related uses, including commercial establishments, accommodations, restaurants, and recreational uses.

Transportation-related policies pertaining to Port Dover center on supporting tourism-based activities through the development of Ontario's South Coast Scenic Route. These policies largely consist of the following initiatives (and are reproduced in Section 2.2.2 below):

- Decreasing speed limits to manage scenic views for a slow-travel scenic route
- Strictly controlling access points along the South Coast Scenic Route to maintain safety
- Increasing pedestrian and trail safety through roadway improvement opportunities
- Promoting connections with other trails such as the Lynn Valley Trail
- Working to bring accessible lands and trails along the Lakeshore into public ownership for enjoyment of County residents and visitors
- Creating off-path pedestrian and hiking footpaths along the South Coast Scenic Route along Lake Erie

### 2.2.1 LSPASP – Cycling Context

Notwithstanding the OP policies in 8.2.2 (Hierarchy & Classification of Roads), the LSPASP states that the minimum right-of-way for Ontario's South Coast Scenic Route should be 36 meters, wherever feasible, in order to accommodate on-road trails.

Ontario's South Coast Scenic Route is intended to consist of a scenic drive accommodating vehicular traffic, in addition to a combined on-road/off-road recreational trail where feasible, to accommodate a variety of non-motorized activities, including cycling, walking, roller-blading, and running. This route shall provide a network that links major tourist, recreation, agriculture and natural environment destinations along the lakeshore.

## 2.2.2 LSPASP – Transportation-Related Policies

The Lakeshore Special Policy Area Secondary Plan is a complement to the Norfolk County Official Plan, setting forth a more detailed framework for the lakeshore's unique local land-use arrangements.

**TABLE 2 LSPA SECONDARY PLAN TRANSPORTATION POLICIES**

Chapter / Section Description	Policies
<p><b>11.2.1.1 Growth Management Strategy</b></p> <p>The Growth Management Strategy outlined in Section 11.3 (Growth Management Strategy) identifies the means to accommodate sustainable lakeshore-related growth and development over the planning horizon.</p>	
<p><b>11.2.1.4 Tourism and Recreation Strategy</b></p> <p>The Tourism and Recreation Strategy outlined in Section 11.6 (Tourism and Recreation Strategy) provides a planning framework for the promotion of sustainable tourism and recreation opportunities and activities within the lakeshore. Sustainable tourism activities will promote the County's significant resources while balancing the needs to protect the LSPA's agricultural resources, cultural and natural heritage features and environment.</p>	<p>The Tourism and Recreation Strategy planning directions include:</p> <p>f) Promote public access to the lakeshore and associated water-based uses.</p> <p>g) Promote the development of gateways to mark significant entry points into the LSPA or settlement areas within the LSPA.</p>
<p><b>11.2.1.5 Infrastructure Strategy</b></p> <p>The Infrastructure Strategy outlined in Section 11.7 (Infrastructure Strategy) provides guidance with respect to the adequate provision and requirements for water and wastewater services, and transportation infrastructure including the road network, cycling and trails.</p>	<p>The Infrastructure Strategy planning directions include:</p> <p>b) Promote sustainable multi-modal, non-automotive transportation modes through the recreational, cycling and shared-use trail component of Ontario's South Coast Scenic Route and waterfront trails.</p> <p>c) Provide an efficient and safe transportation network.</p> <p>d) Promote the creation of Ontario's South Coast Scenic Route as a scenic drive and combined recreational trail which links major tourism, recreation, agriculture and natural heritage features and destinations along the lakeshore.</p> <p>e) Promote a trails and cycling network to support tourism objectives and promote healthy lifestyles.</p> <p>f) Encourage the preparation of a County Trails Master Plan to identify preferred trail routes and associated design guidelines.</p>
<p><b>11.3.2.1 Urban Areas</b></p> <p>The two Urban Areas of Port Dover and Port Rowan shall continue to be the primary Settlement Areas where the majority of growth and development activity within the LSPA shall be directed over the planning horizon. These Urban Areas shall</p>	<p>The following shall be the policy of the County:</p> <p>d) Development of large tracts of vacant land within the Urban Area boundary may be subject to the preparation of a Neighbourhood Plan in accordance with the policies of Section 11.8.3 (Neighbourhood Planning) of this Plan to address future development coordination and comprehensive community planning within the future development areas, including the efficient provision of municipal water and sanitary</p>

Chapter / Section Description	Policies
<p>accommodate a range of residential, commercial, employment, institutional, entertainment, cultural and health and social service activities. The Urban Areas provide a unique lakeshore character which has been derived from their original fishery port function, and nautical and recreational assets. The Urban Areas of Port Dover and Port Rowan shall function as the primary Urban Tourism Nodes within the LSPA and accommodate a range of tourism related uses, including commercial establishments, accommodations, restaurants, and recreational uses.</p>	<p>services, roads, parks, schools and other public, community and municipal services.</p> <p>g) Lifestyle communities, resort communities, and similar type developments in the LSPA shall be defined as developments, principally residential and recreational in nature. Typical features include, but are not necessarily limited to, smaller residences with extensive recreational and community amenities, and abundant open space. The development of such communities shall be directed to the Urban Areas, and to a lesser extent to the Hamlet Areas. The development of lifestyle communities in the Lakeshore Special Policy Area, and outside of an Urban Area or Hamlet Area, may only be permitted through a County-wide comprehensive review of the Plan and in consideration of the growth projections, availability of designated land in the LSPA, and the location and market considerations associated with land within the LSPA, and subject to an amendment to this Secondary Plan, in accordance with the policies of Section 9.6.1 (Official Plan Amendments), and the following:</p> <p style="padding-left: 40px;">viii) the development shall be located on an arterial or collector road;</p> <p style="padding-left: 40px;">x) any waterfront portion or Ontario's South Coast Scenic Route frontage of the development shall include an appropriate trail system providing some form of public trail access to the water and connection to the broader lakeshore trail system, which shall be conveyed to the County at no cost</p>
<p><b>11.6 Tourism and Recreation Strategy</b></p> <p>The Tourism and Recreation Strategy provides a planning framework for the promotion of sustainable tourism and recreation opportunities within the lakeshore. Sustainable tourism activities will promote the County's significant resources while balancing the needs to protect the lakeshore's agricultural resources, cultural and natural heritage features and environment. This Plan supports sustainable tourism and recreational opportunities that can be sustained over the long term and result in a net benefit to the social, economic, natural and cultural environments within the lakeshore.</p>	<p>e) The County supports public access to the lakeshore through the provision of trails, lookouts, access points, beach areas, and marina areas and supportive areas (such as parking) to promote recreational opportunities associated with the lakeshore. The County shall support the use of County owned Lake Erie shoreline property for the recreational use of all County residents and tourists, where feasible.</p>
<p><b>11.6.4 Water Access and Water-Based Uses</b></p> <p>It is the County's objective to provide public access to the lakeshore, through the provision of trails, beach areas, and marina areas to promote recreational opportunities associated with the lakeshore.</p>	<p>The following shall be the policy of the County:</p> <p>a) This Plan supports the provision of public access to the waterfront and Lake Erie shoreline by encouraging the creation and retention of a linked waterfront trail. The waterfront trail is generally identified on Schedule "E". It is recommended that the County undertake a County Trails Master Plan to identify opportunities for the creation of a linked waterfront trail system, in accordance with the policies of Section 11.7.3 (County Trails Master Plan).</p> <p>b) The County shall endeavour to maintain County owned land, public right-of-ways and unopened road allowances where they abut the</p>

Chapter / Section Description	Policies
	<p>lakeshore to protect important views and accommodate opportunities for lakeshore access where appropriate.</p> <p>c) The County may close, retain and designate as park any road allowances to provide access to the Lake Erie shoreline.</p>
<p><b>11.7.2 Transportation</b></p> <p>This Plan promotes a sustainable transportation strategy for the LSPA that provides opportunities for non-automotive transportation methods through the development of Ontario’s South Coast Scenic Route and related recreational trail to accommodate cycling, walking, roller-blading, and running activities.</p>	
<p><b>11.7.2.1 Ontario’s South Coast Scenic Route</b></p> <p>Envisaged as a scenic drive and combined recreational trail which provides a network that links major tourist, recreation, agriculture and natural environment destinations along the lakeshore. The combined recreational trail shall accommodate a variety of non-motorized uses, including cycling, walking, roller-blading, and running. Ontario’s South Coast Scenic Route is designated on Schedule “F” and generally extends across the lakeshore along Lakeshore Road and Front Road into Port Ryerse, then north along Port Ryerse Road and east along Radical Road/Nelson Road to Main Street, Port Dover. Ontario’s South Coast Scenic Route also extends south along the Long Point Causeway (Highway 59) from Lakeshore Road to Long Point.</p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall support the development of Ontario’s South Coast Scenic Route as illustrated on Schedule “F”. Ontario’s South Coast Scenic Route is intended to consist of a scenic drive accommodating vehicular traffic, in addition to a combined on-road/off-road recreational trail where feasible, to accommodate a variety of non-motorized activities, including cycling, walking, roller-blading, and running. Ontario’s South Coast Scenic Route shall provide a network that links major tourist, recreation, agriculture and natural environment destinations along the lakeshore.</p> <p>b) Ontario’s South Coast Scenic Route is identified on Schedule “E”. Notwithstanding the policies of Section 8.2.2 (Hierarchy &amp; Classification of Roads), the minimum basic road right-of-way width for Ontario’s South Coast Scenic Route will be 36 metres, where feasible, to accommodate on-road trails.</p> <p>c) The County shall promote the development of recreational, commercial and tourism related uses along Ontario’s South Coast Scenic Route by providing a range of appropriate development opportunities in accordance with the policies of this Plan.</p> <p>d) The County shall work to bring accessible land and trails along Ontario’s South Coast Scenic Route into public ownership for the use and enjoyment of County residents and visitors. Acquisition of the land for the development of Ontario’s South Coast Scenic Route shall be achieved through a number of means including, but not limited to:</p> <ul style="list-style-type: none"> <li>i) the natural heritage policies of Section 6 (Sustainable Natural Heritage) of this Plan;</li> <li>ii) acquisition through the development approvals process;</li> <li>iii) bringing Natural Heritage Features and associated land into public ownership in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan; and</li> <li>iv) negotiating conservation easements.</li> </ul> <p>Nothing in this Plan shall be construed as compelling the County to purchase any private land as a means to achieve these policies.</p> <p>e) The County supports the continuity of Ontario’s South Coast Scenic Route as a slow-travel scenic route and shall look at opportunities to</p>

Chapter / Section Description	Policies
	<p>decrease speed limits where appropriate to address safety concerns related to visibility and road alignment.</p> <p>f) The County shall promote the creation of a safe environment and monitor the level and volume of traffic along Ontario's South Coast Scenic Route to ensure adequate traffic movement and safety, in this regard the County shall strictly control the number and locations of access points along Ontario's South Coast Scenic Route.</p> <p>g) The County shall promote the creation of an aesthetically pleasing route, with such attention to building orientation, access and egress, outside storage, landscaping, fencing, and signage.</p> <p>h) The County shall work with the interested parties and relevant agencies to look at measures for the Long Point Causeway to address pedestrian, animal and reptile safety, as well as possible roadway enhancements benefiting roadway safety and improved trail and recreational opportunities, and the water quality of the adjacent Big Creek Marsh and Long Point Bay.</p> <p>i) The County shall promote the creation of the on-road/off-road recreational trail component to Ontario's South Coast Scenic Route, to achieve the following objectives:</p> <ul style="list-style-type: none"> <li>i) seek opportunities to bring it closer to the lakeshore, in consideration of the public interest to provide access to the lakeshore, more diverse recreational opportunities, and protection and enhancement of sensitive natural environmental features, and agricultural areas;</li> <li>ii) consider implementing recreational trail components to Ontario's South Coast Scenic Route when resurfacing or upgrading the roadways;</li> <li>iii) where development along Ontario's South Coast Scenic Route of the lakeshore is proposed, a strip of land along Ontario's South Coast Scenic Route or along the shoreline above the stable top-of-bank should be dedicated by the landowner to the County to form part of the recreational trail; and</li> <li>iv) promote connections with other trails in proximity to Ontario's South Coast Scenic Route, including the Lynn Valley Trail in Port Dover.</li> </ul> <p>j) The County shall support the preparation of a County Trails Master Plan and associated design guidelines in accordance with the policies of Section 11.7.3 (County Trails Master Plan).</p> <p>k) The County shall encourage the protection of views and vistas along Ontario's South Coast Scenic Route, through their review of development applications along the route, particularly along the south side of the route where views of the lakeshore are prominent. In this regard, development applications shall be reviewed and evaluated based on minimizing their potential impact on views and the landscape, particularly with respect to building profile, height, massing, materials and colour.</p> <p>l) Signage along Ontario's South Coast Scenic Route should orient travellers to the lakeshore's attractions.</p>

Chapter / Section Description	Policies
<p><b>11.7.2.2 Trails and Cycling</b></p> <p>This Plan promotes the creation of a comprehensive trails and cycling network to achieve the County’s objectives with respect to tourism and economic development, promoting healthy lifestyles, and the recreational opportunities associated with the lakeshore. The County shall support the preparation of a County Trails Master Plan.</p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall support the preparation of a County Trails Master Plan in accordance with the policies of Section 11.7.3 (County Trails Master Plan).</p> <p>b) In addition to, or in combination with Ontario’s South Coast Scenic Route, the County shall support the creation of an off-road pedestrian walking and hiking footpath, established along the lakeshore between Ontario’s South Coast Scenic Route and Lake Erie, as generally identified on Schedule “E”.</p> <p>c) The County shall work to bring accessible land and trails along the lakeshore into public ownership for the use and enjoyment of County residents and visitors. Acquisition of the land for the development of Ontario’s South Coast Scenic Route shall be achieved through a number of means including, but not limited to:</p> <ul style="list-style-type: none"> <li>i) the natural heritage policies of Section 6 (Sustainable Natural Heritage) of this Plan;</li> <li>ii) acquisition through the development approvals process;</li> <li>iii) bringing Natural Heritage Features and associated land into public ownership in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan; and</li> <li>iv) negotiating conservation easements.</li> </ul> <p>Nothing in this Plan shall be construed as compelling the County to purchase any private land as a means to achieve these policies.</p>
<p><b>11.8.2.1 Sustainable Neighborhood Design</b></p> <p>Leadership in Energy and Environmental Design for Neighbourhood Design (LEED ND) is a set of standards for neighbourhood location and design based on the principles of smart growth, new urbanism, and green building. It provides a rating system that is voluntary and grounded in energy and environmental principles. LEED ND, prepared by the Canadian Green Building Council, promotes numerous sustainability principles to encourage the design of sustainable neighbourhoods. LEED ND provides a tool for assessing and rewarding environmentally superior development practices within the rating framework of the LEED Green Building Rating System.</p> <p>This Plan promotes air, water and energy efficiency to promote the environmental sustainability of the lakeshore, which may be achieved through land use and transportation strategies to reduce vehicle emissions, appropriate neighbourhood, building and landscape designs.</p>	<p>The following shall be the policy of the County:</p> <p>a) The County shall encourage the design of sustainable neighbourhoods in keeping with LEED ND sustainability principles.</p> <p>b) The County shall promote the use of the LEED ND Project Checklist and encourage the consideration and application of principles in the design and development of neighbourhoods</p> <p>c) The following criteria should be addressed in the development of sustainable neighbourhood forms:</p> <ul style="list-style-type: none"> <li>i) the creation of more compact, walkable oriented neighbourhoods;</li> <li>ii) the promotion of mixed use developments as opposed to isolated single-use commercial or institutional complexes;</li> <li>iii) the promotion of the creation of human scale environments;</li> <li>iv) the provision of opportunities for residents daily activities to occur within walking distances;</li> <li>v) the creation of a modified grid pattern with interconnected road networks; and</li> <li>vi) the continuation or extension of existing street patterns and neighbourhood forms where feasible and appropriate.</li> </ul> <p>d) The following measures shall be promoted to improve air and energy efficiency:</p> <ul style="list-style-type: none"> <li>i) encourage higher density uses along arterial and collector roads;</li> </ul>

Chapter / Section Description	Policies
	<ul style="list-style-type: none"> <li>ii) provide bicycle facilities, particularly in combination with higher density uses and large traffic generating uses;</li> <li>iii) promote an interconnected street network to minimize trip lengths;</li> <li>iv) identify a strategy to accommodate public parking facilities at key locations to minimize vehicular trips;</li> <li>v) promote the development of green roofs to improve energy efficiency;</li> <li>vi) promote the use of porous pavement materials to increase water infiltration;</li> <li>vii) encourage the reduction of energy and residential combustion emissions through a range of approaches including the development of R-2000 homes and similar commercial construction standards such as LEED, and the incorporation of Energy Star appliances;</li> <li>viii) review the layout of new developments to promote energy conservation measures;</li> <li>ix) encourage landscape design that promotes the use of native species and enhancement of ecological functions; and</li> <li>x) encourage the development of buildings powered by renewable energy systems, both passive and active.</li> </ul> <p>e) The County shall support the promotion and identification of dark sky communities, thereby reducing light emissions to the sky and encouraging energy conservation initiatives, through the use of directional, low-level lighting and other means, where appropriate.</p>
<p><b>11.8.2.2 Streetscape</b></p> <p>While streets provide for the primary movement of traffic and pedestrians they also facilitate the daily interactions of residents, neighbours and visitors and define our experience of the public realm. Streets are important public spaces which shape our perception of the environment, and as such, they should be carefully designed to enhance our sense of community. Streetscapes consist of various elements, including streets and public frontages and are defined by the character of the sidewalks, curbing, planters, trees, landscaping and signage.</p>	<p>The following shall be the policy of the County:</p> <ul style="list-style-type: none"> <li>a) Sidewalks shall be generally provided to ensure public safety where pedestrian traffic warrant them and they do not conflict with the rural character of the environment.</li> <li>b) Suitable lighting shall be provided for the illumination of vehicles, pedestrians and cyclists, while reducing light emissions to the sky in support of the promotion of dark sky communities.</li> <li>c) Street furniture, including lighting, signage, bicycle parking facilities, benches, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent form, pattern, shape and material to avoid clutter and facilitate readability.</li> <li>d) Public and private utilities within the streetscape shall be grouped or clustered where possible.</li> <li>e) The length of blocks shall contribute to a more pedestrian environment by encouraging short and regular block lengths to make walking efficient and allow variation in routes.</li> <li>f) The connectivity between sidewalks and trails shall be promoted.</li> <li>g) The opportunity for cyclists to travel either on the roadway or on separated bicycle paths shall be recognized in the design of streets.</li> <li>h) The comfort of the pedestrian environment shall be considered, particularly with respect to the provision of appropriate shade, lighting and shelter.</li> </ul>

Chapter / Section Description	Policies
	<p>i) Provide features which contribute to the definition of public open spaces, through the framing of views and focal points, direction of pedestrian movements, and demarcation of different public spaces and functions.</p>
<p><b>11.8.3 Neighborhood Planning</b></p> <p>A Neighbourhood Plan shall be prepared for the Neighbourhood Planning Areas identified on Schedule “H” prior to development occurring, to ensure orderly and efficient development patterns. Neighbourhood Plans shall provide a tool to develop more detailed land use plans and specific policies to guide and manage the future development of these areas in an integrated and the comprehensive manner that promotes the creation of complete communities.</p>	<p>The following shall be the policy of the County:</p> <p>a) A Neighbourhood Plan shall be prepared for the Neighbourhood Planning Areas identified on Schedule “H” prior to any development occurring, which include:</p> <p>i) Port Dover:</p> <ul style="list-style-type: none"> <li>• Port Dover West Neighbourhood Planning Area; and</li> <li>• North Dover Mills Neighbourhood Planning Area.</li> </ul> <p>b) The Neighbourhood Plan shall demonstrate conformity with the policies and Schedules of this Plan, and shall provide more detailed guidance with respect to the following matters:</p> <p>i) development coordination and extension of transportation, servicing and community infrastructure;</p> <p>ii) the phasing and timing of development to ensure orderly growth;</p> <p>iv) the detailed road pattern;</p> <p>v) the density and distribution of housing types and a range of housing forms;</p> <p>ix) the sustainable neighbourhood and building design policies as outlined in Section 11.8.2 (Sustainable Neighbourhood and Building Design)</p> <p>c) The County shall encourage the design of sustainable neighbourhoods in keeping with LEED ND sustainability principles, in accordance with the policies of Section 11.8.2.1 of this Plan.</p> <p>h) The following supporting studies may be required in the preparation of a Neighbourhood Plan, at the discretion of the County:</p> <p>i) Transportation Study;</p> <p>ii) Functional Servicing Study;</p> <p>iii) Community Services and Facilities;</p> <p>iv) Environmental Impact Study; and</p> <p>v) Other studies as determined by the County.</p>

## 2.3 INTEGRATED SUSTAINABLE MASTER PLAN (ISMP)

The Transportation Strategy for Norfolk County's ISMP sets forth a set of principles and guidelines for maintaining and developing existing and future transportation infrastructure, identifying infrastructure requirements to the 2041 horizon year.

### 2.3.1 ISMP - Existing Conditions

Figure 6 shows the identification of the primary, secondary, and tertiary road network. These important links are needed for the efficient movement of goods and people, and will also be used to determine the priority of road network improvements



**FIGURE 6: EXCERPT FROM ISMP APPENDIX L FIGURE 5-3 – EXISTING ROAD RATIONALIZATION**

There is no existing goods movement network, but the following section on transportation recommendations identifies a proposed network integrated with the overall road network and active transportation hierarchy.

A road network assessment was undertaken by the County to forecast network capacity under future conditions. The study found that only 1.2% of total vehicle kilometres traveled and 1.1% of vehicle hours traveled are spent in congestion, indicating little congestion in the network. Average travel time within the network is completed within approximately 20.88 minutes per trip within the peak hour period, with the majority of trips made within 25 minutes.

### 2.3.2 ISMP - Recommendations

**TABLE 3 ISMP IMPROVEMENTS TO BE EVALUATED AND RECOMMENDED TIMELINES**

Improvement	Horizon	Description
North-South Traffic east of Simcoe and north of Port Dover	Long Term (16 – 25 Years)	<ul style="list-style-type: none"> <li>Cockshutt Intersection turn lanes and signalization between Concession 12 Townsend and Dover Mills Rd</li> </ul>

**TABLE 4 ISMP TRANSPORTATION STRATEGY RECOMMENDATIONS**

Phasing	Name	Improvement Type	Location	Description
<b>Short Term (0 – 5 Years)</b>	Traffic Control Guidelines	Policy	County-Wide	Adoption of OTM Books for traffic control device and system standards within the County.
	Traffic Calming	Policy	County-Wide	Develop County-specific Traffic Calming Policy based on the Canadian Guide to Neighborhood Traffic Calming, and other municipality specific guidelines.
	Special Event Protocol	Policy	County-Wide	Develop Special Events protocol to accommodate regularly scheduled tourist events, in consultation with tourism agencies and OPP.
	TIS Guidelines	Design Criteria	County-Wide	Adopt TIS Guidelines as shown in <b>Appendix J</b> as part of a new subsection of the Norfolk County Design Guidelines.
	Sidewalks	Design Criteria	County-Wide	Include a requirement for sidewalks on both sides of major and minor roads. Change Section 6.6.00 of the Design Criteria to reflect this recommendation.
	Roundabouts	Design Criteria	County-Wide	Adopt the text and figure provided in Appendix K as part of Section 6 of the Design Criteria, to reflect the standards to be used in the County for roundabout selection and construction.
	Designate Goods Movement Network	Policy	County-Wide	Designate Goods Movement network as proposed in Section 5.2.1.
	Designate Road Rationalization Network	Policy	County-Wide	Designate Primary, Secondary and Tertiary Road networks as proposed in Section 5.2.1, indicating the relative importance of roads within the County to be used for future prioritization of maintenance and improvement plans.
<b>Medium Term (6 – 15 Years)</b>	Transportation Strategy Update	Policy	County-Wide	The conclusions of this Transportation Strategy should be reviewed on a 5-year basis to ensure that the assumptions are still valid.
<b>Long Term (16 – 25 Years)</b>	Reconstruct Goods Movement Network	Infrastructure	Various County-Wide	At the appropriate time for rehabilitation and reconstruction, the roads identified as goods movement corridors should be reviewed to determine whether they need to be reconstructed to a standard which would preclude the need for a half-load restriction. The need would be based on industry requirements in the adjacent industrial lands. See Fig X below.

### 2.3.2.1 Proposed Road Network Hierarchy

Figure 7 identifies the recommended goods movement network.

Figure 8 identifies the recommended transportation network that encompasses the road network, the proposed goods network, and the proposed active transportation route.



**FIGURE 7: EXCERPT FROM ISMP APPENDIX L FIGURE 5-4 – RECOMMENDED GOODS MOVEMENT**



**FIGURE 8: EXCERPT FROM ISMP APPENDIX L FIGURE 5-30 – RECOMMENDED GOODS MOVEMENT, ROAD IMPROVEMENTS, AND AT HIERARCHY**

## 2.4 ACTIVE TRANSPORTATION STRATEGY (AT STRATEGY)

The Active Transportation (AT) Strategy is a subset of the ISMP that outlines in greater detail the existing conditions and proposed strategies to achieving an integrated AT network.

The AT objectives are:

- **Build on Successes:** reinforce policies, plans and recommendations from the 2009 Trails Master Plan
- **Provide Policy Support:** establish supportive planning and design policies and guidelines for AT
- **Create a Connected System:** identify connections between community destinations (e.g schools) to create a continuous system of facilities
- **Design for Safety & Comfort:** design facilities with safety and comfort in mind as well as various user groups (e.g youth)
- **Identify Priorities:** identify short, medium and long-term priorities for implementation
- **Increase Awareness:** develop strategies and actions that increase awareness and educate people on AT options

### 2.4.1 AT - Existing Conditions

There are currently 9 km of paved shoulder, 153 km of sidewalks, and 289 km of off-road trails throughout the County. Port Dover's existing AT facilities consist of regional trails, cycling tour routes, community destinations, and supportive signage as shown in Figure 9 below.



FIGURE 9: EXCERPT FROM ISMP APPENDIX M MAP 1-B – EXISTING AT CONDITIONS

### 2.4.1.1 Cycling Network

The cycling network in Port Dover consists of regional and local cycling trails.

As illustrated in Figure 10, the Great Lakes Waterfront Trail is a 6.9 km long trail (part of the 3,600 km route in Southern Ontario) that runs through Port Dover along the Lake Erie Waterfront.

The Lynn Valley Trail is a 10 km rail trail with significant regional connections that extends from Port Dover into Simcoe as shown in Figure 11.

The County completed HEAT mapping of documented cycling routes County-wide, illustrating areas with higher documented routes in red and areas with lower documented routes in blue. This is shown in Figure 12.



FIGURE 10: EXCERPT FROM GREAT LAKES WATERFRONT TRAIL

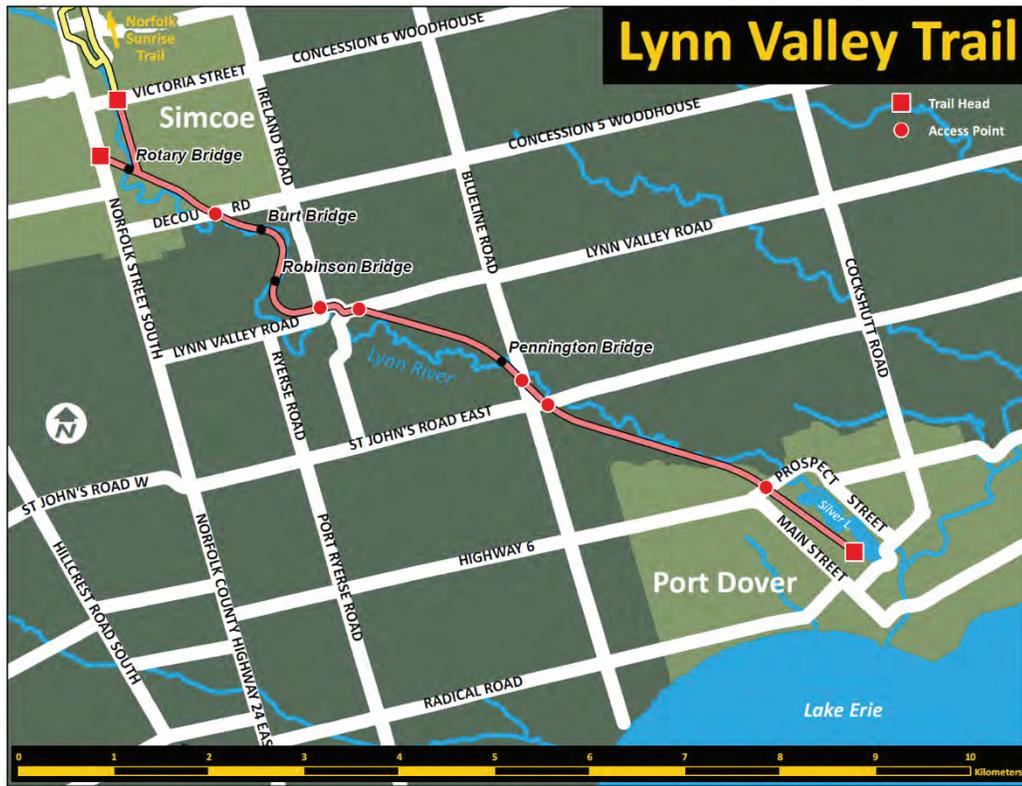


FIGURE 11: EXCERPT FROM NORFOLK COUNTY RAIL TRAILS – LYNN VALLEY TRAIL



**FIGURE 12: EXCERPT FROM AT STRATEGY – HEAT MAPPING OF DOCUMENTED CYCLING ROUTES IN NORFOLK COUNTY**

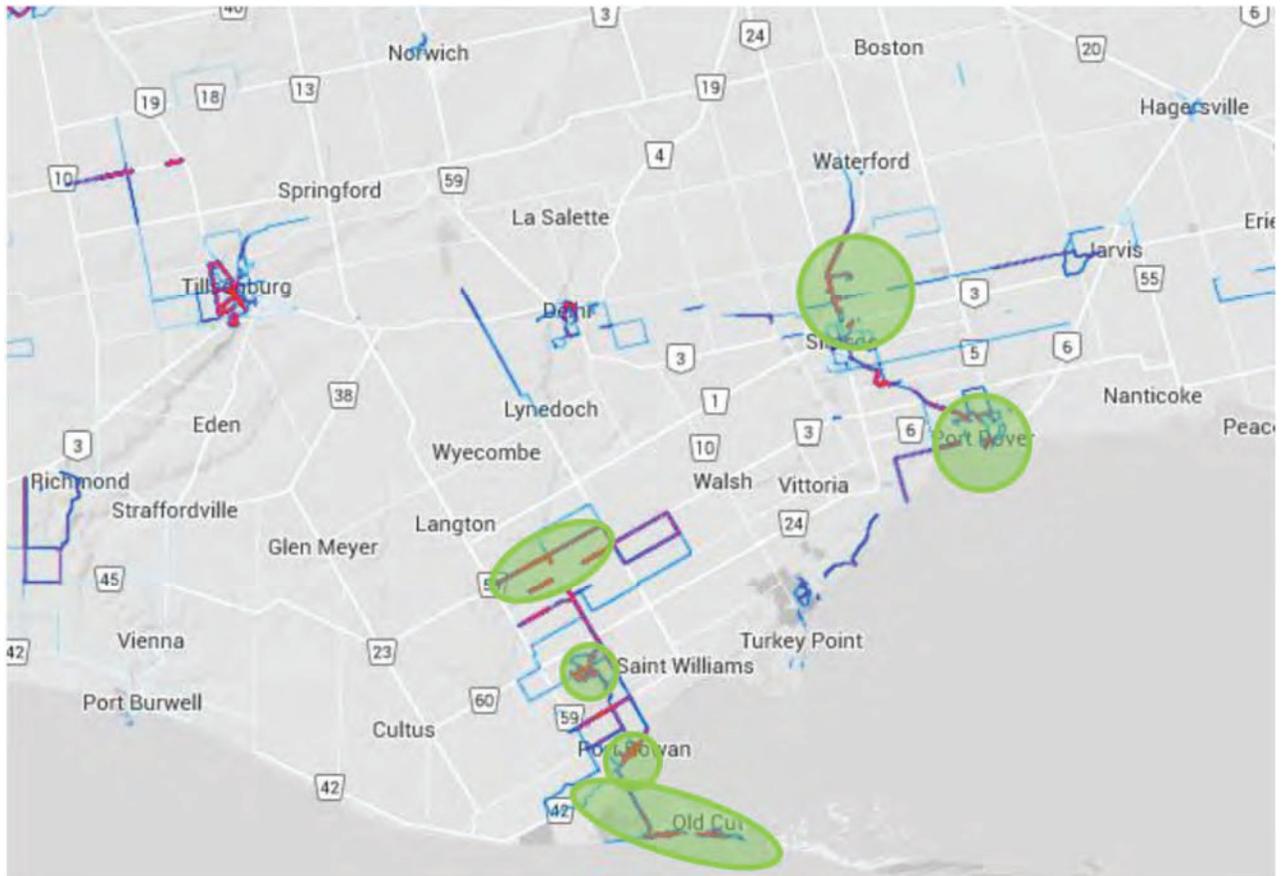
### 2.4.1.2 Running Routes

There are 4 different asphalt running routes in Port Dover. Figure 13 shows routes with distances of 10 km, 15 km, 20 km, and 30 km.

Figure 14 shows HEAT mapping of documented running routes throughout the County.



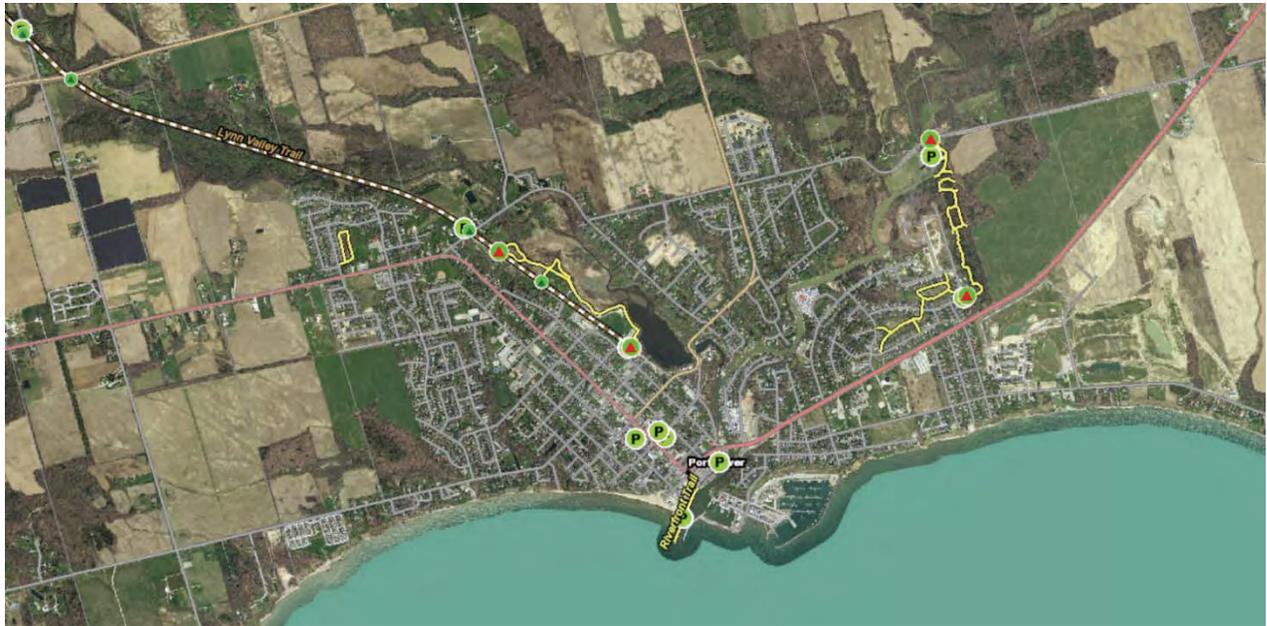
**FIGURE 13: NORFOLK COUNTY ONLINE GIS MAP – RUNNING ROUTES**



**FIGURE 14: EXCERPT FROM AT STRATEGY – HEAT MAPPING OF DOCUMENTED RUNNING ROUTES IN NORFOLK COUNTY**

### 2.4.1.3 Supportive Signage and Parking Facilities

Supportive signage have been implemented at trail heads along with trail parking facilities as illustrated in Figure 15.



**FIGURE 15: NORFOLK COUNTY ONLINE GIS MAP – SUPPORTIVE SIGNAGE AND PARKING FACILITIES**

### 2.4.1.4 Existing Sidewalks Gaps

Sidewalks are considered a key component in the AT network and one of the primary facilities to accommodate pedestrians. They are also one of the main facilities that provide direct access to schools.

Figure 16 identifies existing sidewalk gaps in the network.



FIGURE 16: EXCERPT FROM ISMP APPENDIX M MAP 5-A – EXISTING SIDEWALK GAPS

## 2.4.2 AT - Proposed AT Strategy

The AT Strategy identified preferred facility types along the AT routes by taking into consideration both physical and operational characteristics that are unique to the context of the proposed facility design.

Figure 17 illustrates the proposed hierarchy of AT routes, with the primary route running along New Lakeshore Road, Hamilton Road as it transitions into Highway 6, and Silver Lake Drive.

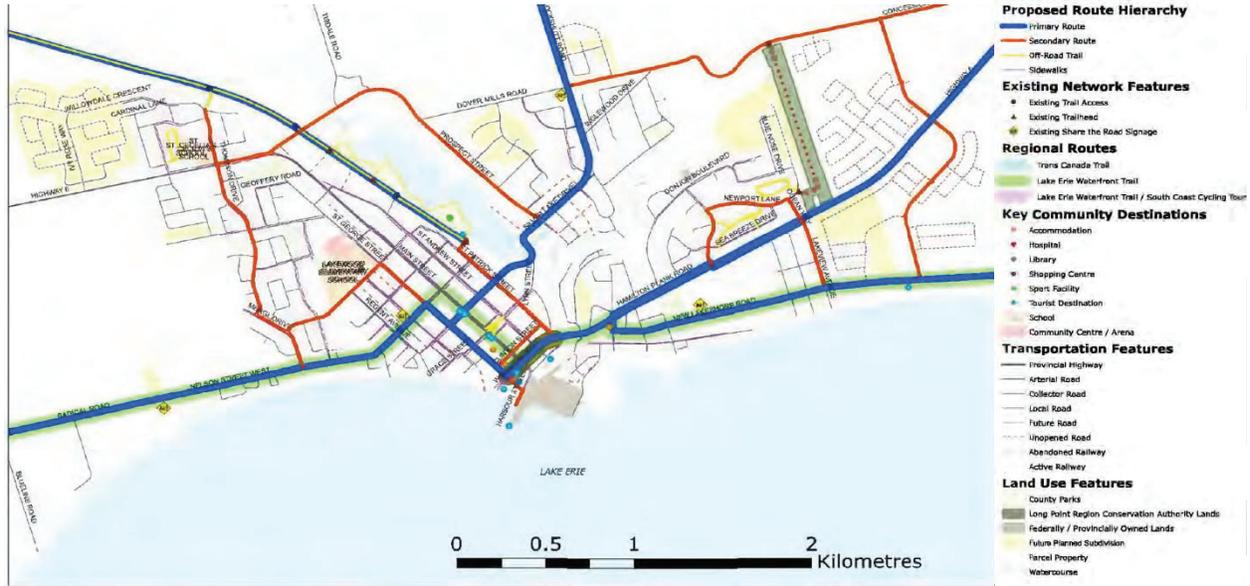


FIGURE 17: EXCERPT FROM ISMP APPENDIX M MAP 3-B – PROPOSED ROUTE HIERARCHY

Figure 18 illustrates the proposed AT facility types.

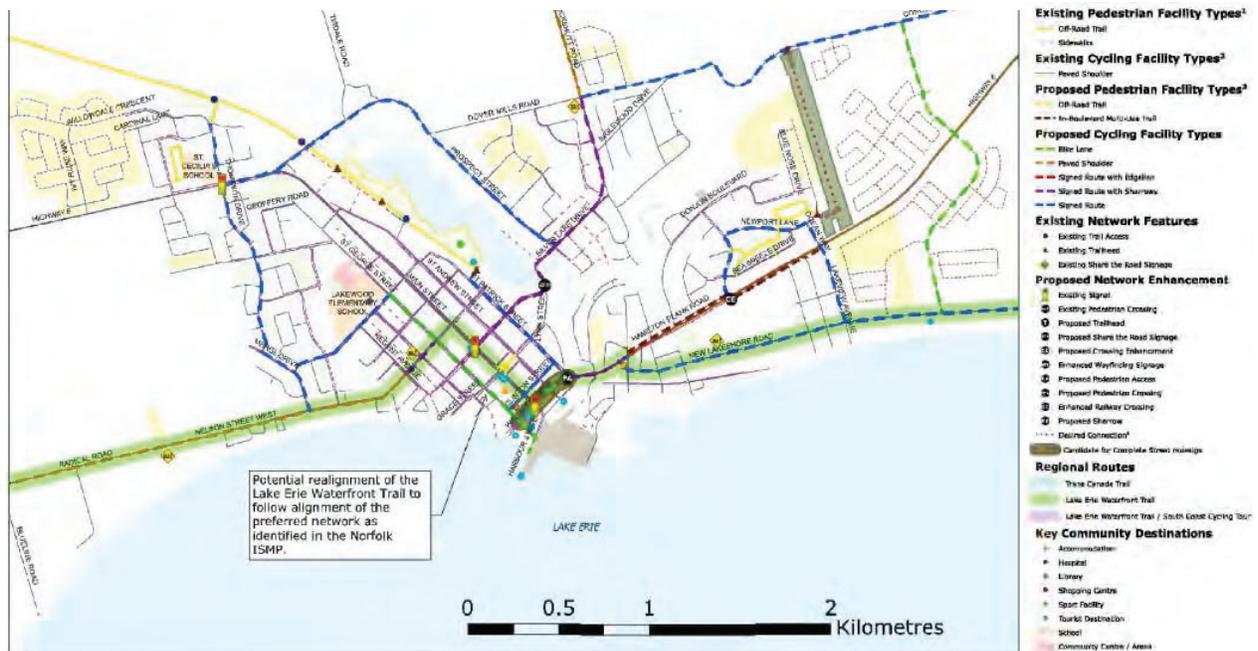
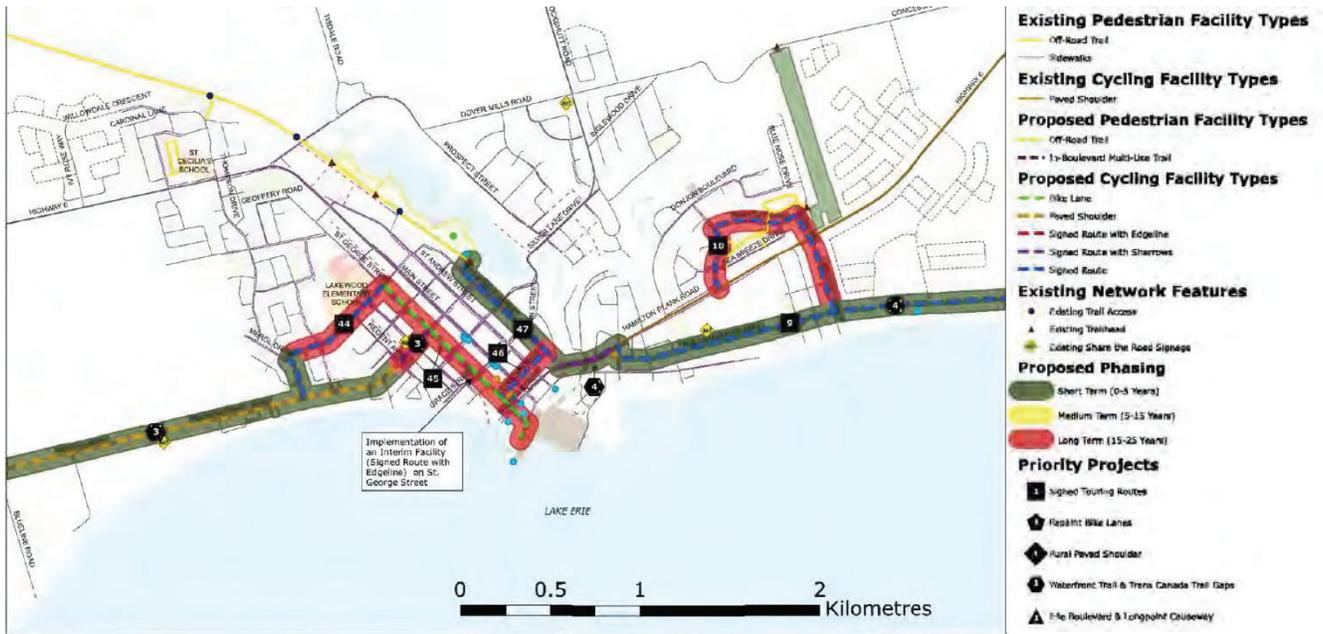


FIGURE 18: EXCERPT FROM ISMP APPENDIX M MAP 4-B – PROPOSED FACILITY TYPES

Figure 19 illustrates the proposed priorities and phasing for County-wide implementation of the AT strategy.



**FIGURE 19: EXCERPT FROM ISMP APPENDIX M MAP 8-B – PROPOSED AT PRIORITIES AND PHASING**

### 2.4.2.1 AT Proposed Cycling Facility Types

The proposed cycling facility types in Port Dover are identified below in Table 5.

**TABLE 5 AT CYCLING FACILITY TYPES**

Location	Pre-Selection Design		Final Design	Rationale
St. George Street / Harbour Street	Shared		Bike Lane	<ul style="list-style-type: none"> <li>Provides key north-south link through Port Dover and connects residents to key destinations (e.g. school, shops, waterfront, etc.)</li> <li>Interim solution proposed (signed route with edgeline) as opportunity to assess user interest in a long-term designated cycling facility.</li> <li>Sufficient road space to implement 1.5m bikes</li> </ul>

### 2.4.2.2 AT Interim Facilities

AT interim facilities have been identified in Table 6 due to a combination of factors ranging from insufficient space, environmental constraints, unavailable land, or a lack of available budget within the preferred timeline.

**TABLE 6 AT INTERIM DESIGN FACILITY SOLUTIONS**

Route Segment & Description	Interim Solution	Preferred Solution	Length (km)
St. George Street (Nelson Street to Clinton Street)	Signed Route with Edgeline	Bike Lane	0.55
St. George Street (Greenock Street to Nelson Street West)	Signed Route with Edgeline	Bike Lane	0.36

### 2.4.2.3 AT Sidewalk Implementation

Priority is given to designated AT routes that currently exist within the "walkable" (1.6 km) community near local schools for a more connected pedestrian network. Table 7 lists the planned sidewalk implementation projects that should be given priority.

**TABLE 7 AT PRIORITY SIDEWALK IMPLEMENTATION PROJECTS**

Project Description	Length (km)
Chapman Street West (St. George Street to St. Annie Street North)	0.2
Clinton Street (St. George Street to St. Patrick Street)	0.0
Concession 2 Woodhouse (Cockshutt Road to Urban Limit)	1.9
Future Planned Road in Port Dover (Concession 2 Woodhouse to New Lakeshore Road)	1.9
Prospect Street (Main Street to Silver Lake Road)	0.5
Silver Lake Drive / Cockshutt Road (Dover Mills Road to Prospect Street)	0.9
Somerset Dr / Newport Ln / Ocean Wy / Lakeview Ave (Hamilton Plank Road to New Lakeshore Road)	0.6
St. George Street (Clinton Street to Harbour Street)	0.3
Willowdale Cres/ Ivey Rose W/Cardinal Ln (Willowdale Crescent to Main Street)	0.3

## 2.5 NORFOLK COUNTY TRAILS MASTER PLAN (TRAILS MP)

### 2.5.1 Trails MP - Existing Trail Network

Port Dover contains a few urban trails with varying lengths and ownership as illustrated in Figure 20 below:

- Lynn Valley Trail – 10 km, owned by the Lynn Valley Trail Association
- Lion's Trail – 1.74 km, owned by Port Dover Lion's Club
- Powell Park Trail – 0.23 km, owned by Norfolk County
- Riverfront Trail – 0.52 km, owned by Norfolk County
- Somerset Trail – 1.19 km, owned by Norfolk County
- Black Creek Trail – 1.86 km, owned by Long Point Region Conservation Authority (LPRCA)

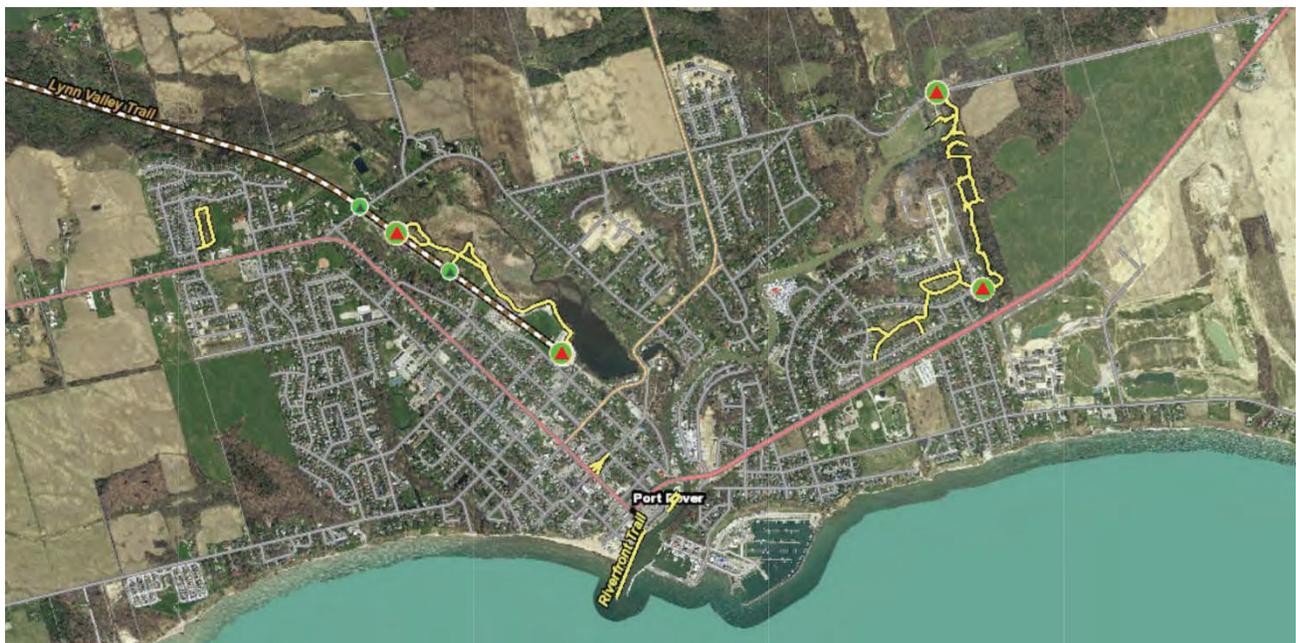
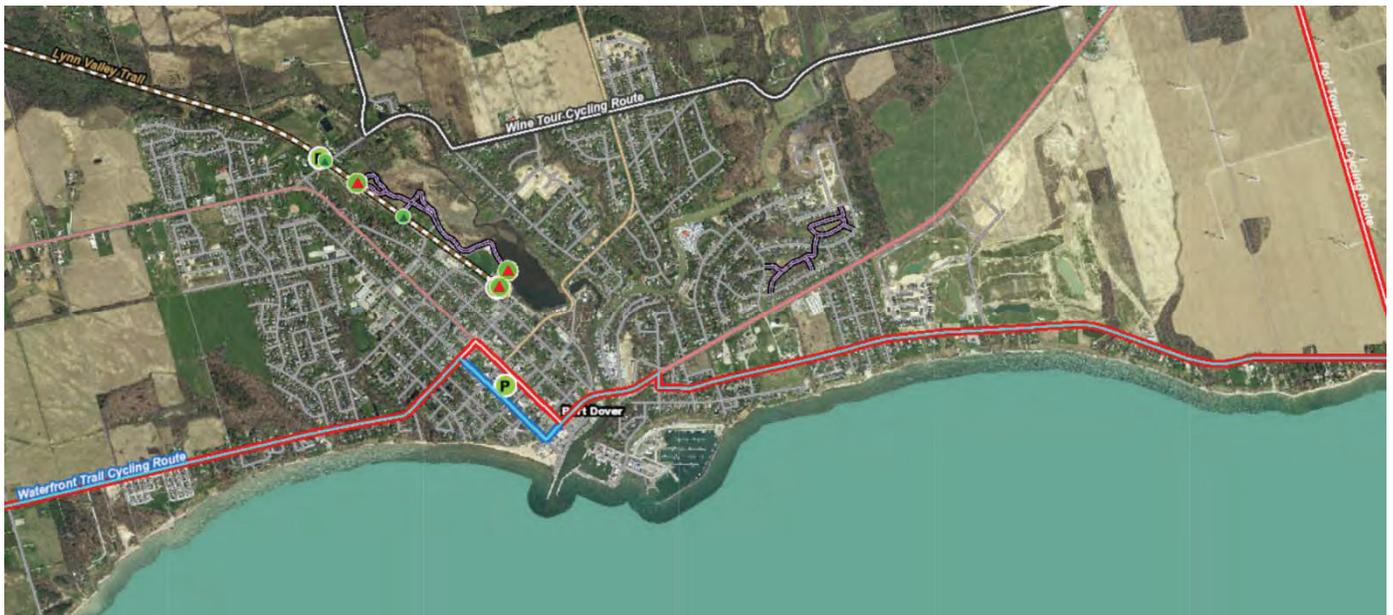


FIGURE 20: NORFOLK COUNTY ONLINE GIS MAP – TRAIL NETWORK

## 2.5.2 Trails MP - Existing Cycling Network

Port Dover's existing cycling network consists of the following regional cycling route, cycling tour routes from local interest groups, and local off-road trails as shown in Figure 21:

- Waterfront Trail Cycling Route – on-road waterfront cycling route; 64 km, mostly asphalt
- Port Town Tour Cycling Route – on-road cycling route; 60 km; asphalt
- Wine Tour Cycling Route – on-road cycling route; 115 km; asphalt
- Lynn Valley Trail – off-road cycling trail; asphalt and crushed stone
- Lion's Trail – off-road cycling trail; compacted soil
- Somerset Trail – off-road cycling trail; gravel



**FIGURE 21: NORFOLK COUNTY ONLINE GIS MAP – CYCLING ROUTES**

Cycling routes shown are suggested routes promoted by local cycling groups and may not include signage or paved shoulder.

## 2.5.3 Trails MP - Future Trail Links

### 2.5.3.1 Trails MP Recommendations

The New Lakeshore Road has been identified as a future link to the Haldimand County trail network. Recommendations were posed according to the guiding principles and strategic directions of the master plan. Table 8 identifies the recommendations related to connectivity and Table 9 identifies the recommendations related to accessibility and affordability.

**TABLE 8 NORFOLK COUNTY TRAILS MP – CONNECTIVITY RECOMMENDATIONS**

Guiding Principle 4 – Connectivity					
The County and its trail partners will make connecting trails between towns and villages within the County and to adjoining counties a priority.					
Strategic Directions					
4.1 Connect neighborhoods with urban and rural trails throughout the County 4.2 Link the County trails system to the Trans Canada Trail 4.3 Link the County trails system to adjacent counties					
Recommendations	Timing (Years)			Priority Level	Resource Requirements
	0 – 2	3 – 5	5 – 7		
Identify that an integrated trail network connecting trails between towns and villages within the County and to adjoining counties is a priority. Each linked section should keep its own community identity.	x	x	x	HIGH	County/Community Partners Volunteer time Operating / Capital monies to support development (levy/external)
Link the trail system to existing and future parks and trails.	x	x	x	HIGH	County staff coordination Operating / Capital monies to support development (levy/external)
Use sidewalks wherever possible as a link to the trail system.	X	x	x	HIGH	County staff coordination Operating / Capital monies to support development – signage (levy/external)
Ensure that subdivision planning and development policies and agreements identify and designate potential trail linkages to existing and future trails.	x	x	X	HIGH	County staff coordination Partnership with Developers Operating / Capital monies to support development – signage (levy/external)
Link the main trails in Norfolk to the Trans Canada Trail.	x	x	x	HIGH	County staff coordination

					Volunteer time Operating / Capital monies to support development – signage (levy/external)
Develop a future trail link East to Haldimand County via New Lakeshore Road and via Concession 14.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
Develop a future trail link West to Elgin County via Lakeshore Road.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
Develop the Lake Erie Lakeshore trail from Haldimand County to Elgin County.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)

**TABLE 9 NORFOLK COUNTY TRAILS MP – ACCESSIBILITY AND AFFORDABILITY RECOMMENDATIONS**

<b>Guiding Principle 5 – Accessibility and Affordability</b>					
The County and its trail partners will endeavor to make trails reasonably accessible and affordable to all residents and visitors while recognizing the divergent uses and expectations.					
<b>Strategic Directions</b>					
5.1 Facilitate access to trail development where the need is the greatest. 5.2 Provide trails for divergent uses where and when possible. 5.3 Provide access to the Lake Erie waterfront and rivers. 5.4 Eliminate barriers for persons with disabilities.					
<b>Recommendations</b>	<b>Timing (Years)</b>			<b>Priority Level</b>	<b>Resource Requirements</b>
	<b>0 – 2</b>	<b>3 – 5</b>	<b>5 – 7</b>		
Develop an ongoing program to develop trails for all users – walkers, hikers, cyclists, geocachers, equestrian riders, ATV and trail riders, cross country skiers and snowshoers. As well, trails for canoes and kayak should be developed.	x	x	x	HIGH	County staff facilitation Volunteer time Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)
Develop on-road bicycle paths when redeveloping roadways throughout the County.	x	x	x	HIGH	County staff facilitation Capital monies to support engineering/construction Operating monies - signage/mtce costs (levy/external)
Develop trails off of rail corridors, in crown land, woodlots and road right of ways for controlled ATV and trail bike use. Consider “twining” active and abandoned railway rights of way for ATV and trail bike use.	x			HIGH	County staff facilitation Agency/Corporate Partnerships Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)
Revise trails standards to include water trails and be consistent with the trail standards developed by the Ministry of Natural Resources.	x			HIGH	County staff coordination Agency Partnership
Develop trails along waterways and the Lake Erie shoreline.	x	x	x	HIGH	County staff facilitation Volunteer time Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)

### 2.5.3.2 Trails MP Barriers to Trail Development

Throughout the public process, barriers to trail development were identified below:

- time of year and seasonal conditions, including weather, insects and competing uses (ie; ATV, trail bike, hunting);
- management / restriction upon motor vehicle noise and associated air pollution; the high lease costs with Ontario Realty Corporation for the use of ORC lands for trails;
- the high cost of insurance and the liability associated with trails; the lack of county-wide connectivity of existing trails;
- the lack of sidewalks which could provided need connectivity; the lack of accessibility for certain users;
- the incompatibility of trails and some uses within agricultural areas;
- unauthorized ATV and trail bike use & degradation of trails by their use;
- highways are seen as barriers;
- the Fence Act is an overhead cost that is too expensive for some groups;
- adjacent property owners that are seen as difficult and the supposed infringement of their property rights and the loss of enjoyment and privacy;
- the lack of an implemented Ministry of Natural Resources St. Williams' Conservation Reserve Management Plan;
- the lack of funding for acquisition, development and maintenance of trails and the high overhead maintenance costs; the lack of security - vandalism of gates and fences;
- the lack of parking and washrooms; and;
- the lack of public awareness of existing trails.

## 2.6 COUNTY OF NORFOLK PARKS, FACILITIES AND TRAILS MASTER PLAN

The Parks, Facilities and Trails Master Plan is intended to recommend policy frameworks and servicing strategies for the delivery and evaluation of the Norfolk County Parks, Facilities and Recreation Services for the next 20 years. The recommendations of this Master Plan are presented in Table 10

### 2.6.1 Parks, Facilities and Trails MP - Recommended Policy Framework

**TABLE 10 PARKS, OPEN SPACES, COMMUNITY TRAILS AND WATERFRONT RECOMMENDATIONS**

Section	Recommendation
<b>Parks and Open Space Development</b>	<p>The following should be undertaken when parks and open spaces are developed, acquired and managed:</p> <ul style="list-style-type: none"> <li>• <b>Ensure that Community Parks have sufficient trails</b>, trail heads and linkages, which could be located near woodlots, natural features and other passive areas.</li> <li>• Provide residential areas with <b>Neighbourhood Parks</b>, preferably walking or biking distance away.</li> <li>• Within <b>Open Space and Natural Heritage areas ensure that there is significant trail connectivity between communities</b>, neighbourhoods, key nodes (cultural, recreational tourism, and agricultural areas), waterfront, and downtown areas.</li> <li>• <b>Increase the number of Lakeshore Parks</b> within Norfolk County. This will allow enhanced opportunities for water based recreation, passive and active recreation near the waterfront, and connections between waterfront areas and downtown centres.</li> <li>•</li> </ul>
<b>Provisioning Standards</b>	<p>In order to ensure that the County is well served with parks and open space amenities. The County's focus should be on:</p> <ul style="list-style-type: none"> <li>• <b>Determining locations</b> for additional <b>multi-use trails on abandoned railways and other linear trail connections</b>.</li> <li>• <b>Ensuring the addition of amenities for passive recreation</b> in parks and open spaces, such as opportunities for <b>wildlife observation, walking, hiking, biking, and canoeing or kayaking</b>.</li> </ul>
<b>Parkland Dedication</b>	<p>It is recommended that Norfolk County accepts parkland dedications that:</p> <ul style="list-style-type: none"> <li>• Meet the park and open space hierarchy and provisioning standards of the Official Plan and the Parks, Facilities and Recreation Master Plan.</li> <li>• Effectively support the development of park based facilities and amenities in accordance with the parks hierarchy and development strategy.</li> </ul>
<b>Parks and Waterfront Improvements</b>	<p><b>Neighbourhood and Community Parks</b></p> <ul style="list-style-type: none"> <li>• Due to a County-wide deficit in neighbourhood parks, utilize brownfield sites for potential new neighbourhood parks – this is especially true in communities such as Simcoe and Port Dover where most of the population growth is anticipated.</li> <li>• Ensure the addition of neighbourhood park amenities such as playgrounds, seating, trails, shade structures, planting design elements, and sports fields to existing community parks in all of the urban communities within Norfolk County. This allows community parks to provide neighbourhood park amenities to residents, especially in</li> </ul>

	<p>Courtland, Langton, Port Rowan, and Waterford.</p> <ul style="list-style-type: none"> <li>• Ensure that in all urban communities within Norfolk County, schools are utilized for additional park amenities, such as sports fields where feasible, and where demand and community initiative warrants a partnership, for example for skateboard facilities.</li> <li>• Ensure that facilities which attract challenging issues at night, such as skateboard parks, are located on arterial streets, well lit and away from residential areas.</li> </ul> <p><b>Accessibility and Special Age Groups</b></p> <ul style="list-style-type: none"> <li>• Ensure that accessibility is integrated into park design and development, focusing on solutions for an aging population. Incorporate adequate and accessible seating, relatively flat trails, amenity buildings with washroom facilities, and exercise stations.</li> <li>• Develop a plan to update and renew park amenities and infrastructure. Replace aging playgrounds with an increasingly creative design.</li> </ul> <p><b>Lakeshore/Waterfront Parks</b></p> <ul style="list-style-type: none"> <li>• Ensure to provide public access to the lakeshore through the development of trails, lookouts, access points, beach areas, marina areas, promote recreational opportunities associated with the lakeshore. Allow opportunities for water-based and passive recreation and amenities that will enhance tourism.</li> <li>• Support the use of County owned Lake Erie shoreline property for the recreational use of all County residents and tourists.</li> <li>• Redevelop the Port Dover Waterfront Marina, in order to provide increased public access to the waterfront and provide lakeshore park amenities. The Port Dover Marina has the ability to attract both boaters and non-boaters to the waterfront, and provides connections to both the downtown and access to Lake Erie. Specific enhancements should include: <ul style="list-style-type: none"> <li>○ Developing an effective entrance to the Marina</li> <li>○ Building an event centre in a park setting with a pavilion designed to handle both public and private events</li> <li>○ Adding seating in the form of benches and picnic tables</li> <li>○ Improve traffic flow patterns, by adding effective sidewalks, trails and boardwalks</li> <li>○ Add green areas and planting design elements</li> </ul> </li> <li>• Undertake an update to the 2009 Lakeshore Special Policy Area Secondary Plan, incorporate the lakeshore and waterfront recommendations from this Master Plan. Also conduct further research and consultation to propose additional waterfront/lakeshore park and amenity recommendations.</li> </ul>
<p><b>Community Trail Improvements</b></p>	<ul style="list-style-type: none"> <li>• Develop an Active Transportation Plan at the county-wide level, which connects communities, as well as infrastructure such as shoulder widening, safe routes for school, and recreational/commuter bike routes.</li> <li>• Address individual urban communities in an Active Transportation Plan in order to deal with specific barriers and connections.</li> <li>• Engage a community-based group and/or champion, to gain momentum and support which will lead to resources and action regarding trail planning and improvements.</li> <li>• Work with community-based groups and/or champions in order to identify, assess and implement solutions to various County and community-wide trail issues.</li> <li>• Develop additional multi-use trails on abandoned railway corridors, connecting various communities. Proposed future trail links could include: <ul style="list-style-type: none"> <li>○ Concession 14 as well as the new Lakeshore Road which have been identified to link to Haldimand County trails</li> <li>○ Lakeshore Road which has been identified as a link to Elgin County</li> <li>○ Highways 3 and 59 which have been identified as links to Oxford County</li> </ul> </li> <li>• Utilize existing public land owned and managed by the Canadian Wildlife Service, Ontario Ministry of Natural Resources, the Long Point Region Conservation Authority and Norfolk County in order to connect and expand trail networks and recreational opportunities. In addition, take advantage of land that is owned by non-governmental agencies, such as the Nature Conservancy of Canada and the Long Point Land Trust.</li> <li>• Develop trails adjacent to the water along Big Creek and the Lake Erie waterfront.</li> </ul>

	<ul style="list-style-type: none"><li>• Incorporate a consistent, aesthetically fitting and approachable trail signage and wayfinding program. Include a trail map at each major trailhead, plus brochure maps for distribution throughout the County.</li><li>• Provide educational and interpretive signage regarding natural history, culture, heritage and wildlife.</li><li>• Develop rest areas and distance markers along trails, integrate seating at appropriate locations in order to create opportunities for rest and reflection for residents and visitors.</li><li>• Develop a trail maintenance plan including snow clearing/packing guidelines for key community trail connections to clear/pack.</li><li>• Undertake an update to the 2009 Norfolk County Trails Master Plan and incorporate the recommendations from this Master Plan, in relation to trail maintenance and connectivity. As well as undertake consultation and research to propose additional trail improvement, connection and maintenance options.</li></ul>
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## **2.7 NORFOLK COUNTY ZONING BY-LAW 1-Z-2014**

### **2.7.1 Section 4.7 – Loading Requirements**

The Norfolk County Zoning By-Law outlines the minimum dimensions of a loading spaces where loading docks are provided on a lot. An excerpt is provided in Appendix A.

### **2.7.2 Section 4.9 – Number of Parking Spaces**

The Norfolk County Zoning By-Law outlines parking space size and minimum number of parking space by land-use in Section 4.9 of the Off-Street Parking. An excerpt of parking rates are provided in Appendix A.

### **2.7.3 Section 4.11 – Parking in a Central Business District (CBD) Zone**

Parking is prohibited in the front yard for properties within the CBD zone. Furthermore, no parking spaces are required for any lands that are within the CBD.

## 2.8 NORFOLK COUNTY BY-LAW PD13 2018-75 STREET CLOSURES

Date: As enacted and passed by Norfolk County on June 26<sup>th</sup>, 2018.

By-law 2018-75 sets forth temporary street closures and parking restrictions for Port Dover's annual Friday the 13<sup>th</sup> festivities.

All vehicles are restricted from entering downtown Port Dover except for motorcycles (parking is provided in designated areas) and vehicles with a valid Resident Pass. Shuttle buses provide unlimited trips for out-of-town visitors from off-site parking lots to designated stops in the downtown for a fee, running from 8 am on Friday the 13<sup>th</sup> to 4 am on Saturday the 14<sup>th</sup>.

### 2.8.1 Street Closures and Restrictions

The by-law sets forth the following restrictions unless noted otherwise:

- Parking restrictions to come into effect between 3 am to 11:59 pm on Friday the 13<sup>th</sup>
- Traffic flow restrictions to come into effect between 6 am to 11:59 pm Friday the 13<sup>th</sup>
- Road closures to come into effect between 3 am to 11:59 pm Friday the 13<sup>th</sup> except for designated emergency vehicles, vendors, service vehicles or shuttle vehicles

Road closures are required to provide effective emergency vehicle access and safe traffic circulation for the public. Traffic flow plans, closures, and restrictions are outlined in Table 12 for designated streets.

Figure 22 outlines a map from Norfolk County of street closures and restrictions for the 2019 festivities.

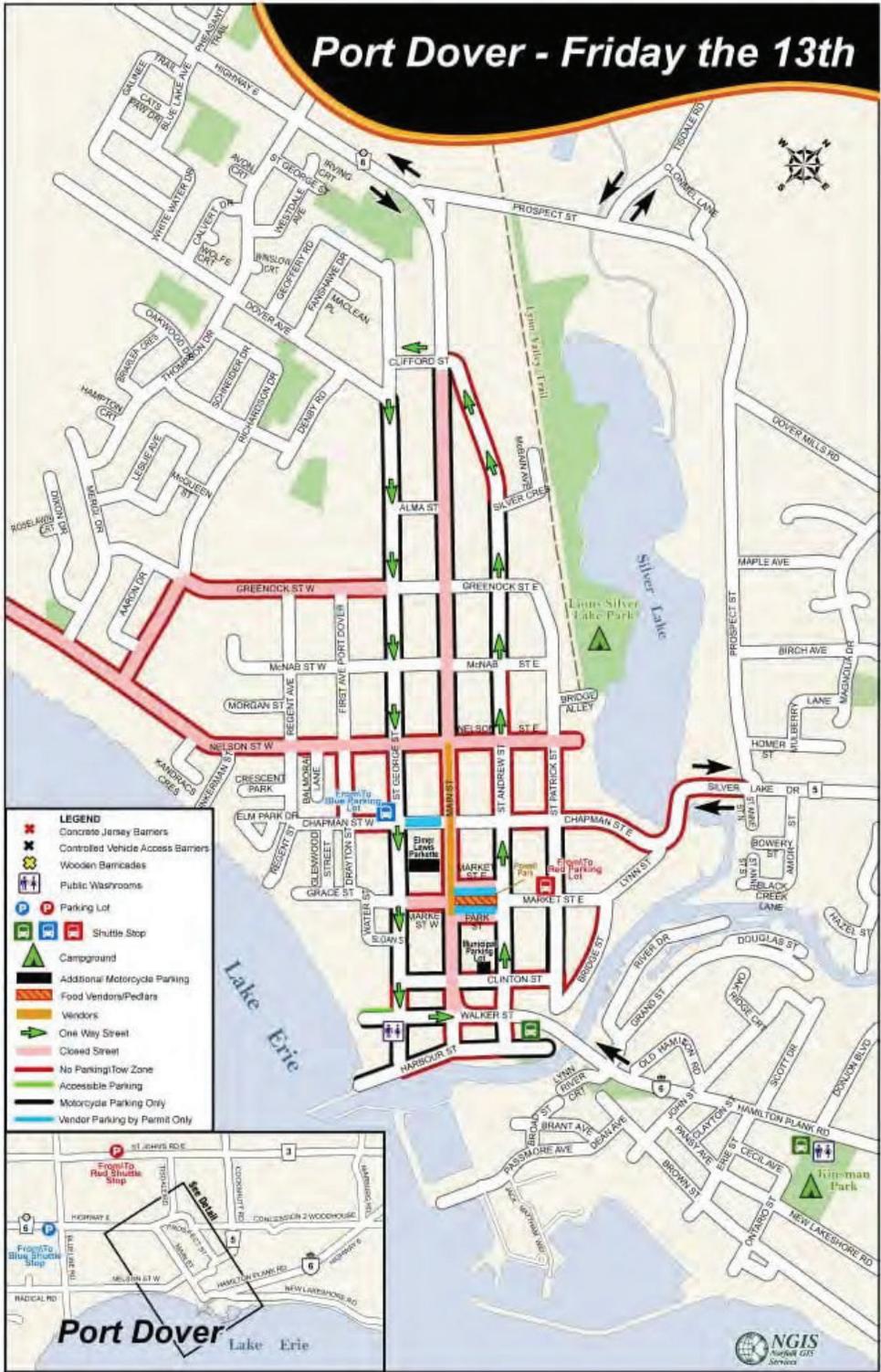


FIGURE 22: PORT DOVER FRIDAY THE 13<sup>th</sup> STREET CLOSURES AND RESTRICTIONS

## **APPENDIX A: Norfolk County Parking Rates**



No.	Type of Use	Minimum Parking Requirement
<b>Residential</b>		
a)	single detached, semi-detached, duplex, tri-plex, four-plex, townhouse dwellings and vacation home [8-Z-2017]	2 parking spaces for each dwelling unit
b)	apartment dwelling[8-Z-2017]	1.5 parking spaces for each dwelling unit
c)	dwelling unit in a non-residential building	1 parking space for each dwelling unit
d)	boarding or lodging house	2 parking spaces for each dwelling unit plus 1 parking space for each room for boarders
e)	accessory residential dwelling unit	1 parking space in addition to those required for the primary residential dwelling unit use
<b>Residential Visitor</b>		
f)	<i>four-plex, townhouse dwellings, apartment dwellings or single-detached or semi-detached dwellings as part of a condominium development</i>	1 visitor space for every 3 dwelling units
<b>Non-Residential</b>		
g)	<i>animal hospital or animal kennel</i>	1 parking space for every 25 square metres of usable floor area
h)	arena, auditorium, gymnasium, assembly hall	1 parking space for every 8 fixed seats or stadium, skating rink, or for every 10 square metres of usable floor area where there are no fixed seats
i)	<i>auction centre</i>	1 parking space for every 10 square metres of usable floor area
j)	<i>bar or night club</i>	1 parking space for every 5 square metres of usable floor area
k)	<i>bed &amp; breakfast</i>	1 parking space per room for guests
l)	billiard or pool room	1 parking space for every 10 square metres of usable floor area
m)	bowling alley	2 parking spaces for each bowling lane
n)	college, university or technical institutions	1 parking space for every student enrolled full-time for day courses
o)	curling rink	10 parking spaces per curling sheet
p)	dance hall or banquet hall	1 parking space for every 10 square metres of usable floor area
q)	<i>dry cleaning distribution station</i>	2 parking spaces
r)	<i>farm produce outlet</i>	1 parking space for every 10 square metres of usable floor area
s)	financial institution	1 parking space for every 15 square metres of usable floor area
t)	funeral home	1 parking space for every 10 square metres of public assembly area
u)	<i>group home, retirement home [7-Z-2018]</i>	3 parking spaces per bed
v)	<i>golf course</i>	2 parking spaces per hole plus 1 parking space for every 10 square



No.	Type of Use	Minimum Parking Requirement
		metres of a club house <i>restaurant</i> and lounge floor area
w)	<i>home occupation</i> and <i>home industry</i> excluding an office of a health service practitioner	1 <i>parking space</i> plus 1 additional <i>parking space</i> for each employee
x)	hospital	1 <i>parking space</i> for each bed at rated capacity
y)	<i>hotel</i>	1 <i>parking space</i> for each <i>hotel</i> room plus the applicable requirement contained <i>herein</i> for other <i>hotel</i> uses
z)	industrial establishment including <i>Cannabis Production and Processing [25-Z-2018]</i>	1 <i>parking space</i> for every 90 square metres of <i>usable floor area</i>
aa)	laundromat	1 <i>parking space</i> for every 4 washing and drying machines
bb)	liquor or beer store	12 parking spaces
cc)	<i>long-term care facility</i>	1 <i>parking space</i> for every 4 patient beds
dd)	medical or dental <i>clinic</i> , and office of a health service practitioner as a <i>home occupation</i>	1 <i>parking space</i> for every 15 square metres of <i>usable floor area</i> [66-Z-2018]
ee)	movie and other theatres	1 parking space for every 6 seats
ff)	office	1 <i>parking space</i> for every 30 square metres of <i>usable floor area</i>
gg)	<i>Personal service shop</i>	1 <i>parking space</i> for every 20 square metres of <i>usable floor area</i>
hh)	<i>place of worship</i>	1 <i>parking space</i> for every 8 seats or 5 metres of pew space or every 10 square metres of <i>usable floor area</i> where there are no seats or pews
ii)	<i>private club</i>	1 <i>parking space</i> for every 10 square metres of <i>usable floor area</i> , or where applicable in accordance with the requirements for a <i>bar or night club</i> , whichever is greater
jj)	<i>restaurant</i>	1 <i>parking space</i> for every 10 square metres of <i>usable floor area</i>
kk)	<i>restaurant, fast food</i> with drive-through	1 <i>parking space</i> for every 10 square metres of <i>usable floor area</i>
ll)	<i>restaurant, fast food</i> without drive through	1 <i>parking space</i> for every 8 square metres of <i>usable floor area</i>
mm)	<i>restaurant, outdoor patio</i>	1 <i>parking space</i> per every 4 seats
nn)	<i>restaurant, take-out</i>	2 parking spaces
oo)	<i>retail store or merchandise service shop</i>	1 <i>parking space</i> for every 30 square metres of <i>usable floor area</i>
pp)	school, elementary	1.5 <i>parking spaces</i> per classroom including laboratories, libraries and workshops
qq)	school, secondary	5 <i>parking spaces</i> per classroom including laboratories, libraries and workshops



No.	Type of Use	Minimum Parking Requirement
rr)	school, trade	1 <i>parking space</i> for every student enrolled full-time for day courses
ss)	shopping plaza with three (3) or more units	1 <i>parking space</i> for every 20 square metres of <i>usable floor area</i>
tt)	warehouse or wholesale establishment	1 <i>parking space</i> for every 180 square metres of <i>usable floor area</i>
uu)	other non-residential uses	1 <i>parking space</i> for every 35 square metres of <i>usable floor area</i>

Where the calculation for the purposes of meeting this provision results in a partial parking space, a full parking space shall be provided for the partial space.





# Port Dover Secondary Plan

