



JUNE 2021

SECONDARY PLAN PLANNING REPORT



With: **Watson & Associates**
RCI Consulting
Fisher Archaeological Consulting

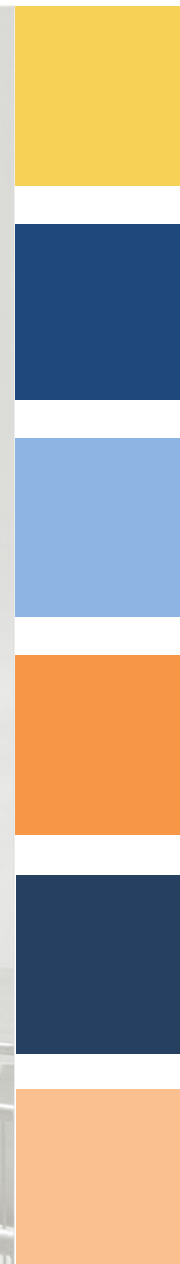


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1 INTRODUCTION

1.1 Background

The Port Stanley Harbour is a focal point and source of pride of the Port Stanley community and has an evolving community function. The Harbour has a rich history. Throughout the 19th and 20th centuries, cross-lake ferry services moved passengers and cargo between southwestern Ontario and the United States.

By 2000, while industrial activity in the port had declined, the commercial fishery on Lake Erie remained viable and the port experienced growth in recreational boating. Over the past 30 years there have been several proposals to Council for various uses in the harbour.

With the divestiture of the Transport Canada holdings to Central Elgin in 2010, the harbour is at a critical point in its history. The redevelopment of these lands will serve to redefine the harbour's role in Port Stanley. The Port Stanley Harbour Secondary Plan will provide the planning basis for policy changes to the Central Elgin Official Plan that will enable the Municipality to start the master planning and design process to take the Harbour lands forward from the vision and land use concept established by this Secondary Plan

and implementing Official Plan Amendment to action to achieve reality.

1.2 Purpose of the Plan

The purpose of this Secondary Plan is to provide a long term vision and plan for repurposing the Port Stanley Harbour lands and their integration with the adjacent village downtown, beachfront and residential areas. The plan provides recommended long-range policy direction for:

- Land use;
- Protection from natural hazards and the effects of climate change;
- Transportation needs including active transportation, and road infrastructure;
- Infrastructure needs such as sanitary, water and stormwater management;
- Urban design including public realm improvements; and
- Phasing, incentives, and implementation.

1.3 Harbour Secondary Plan Process

The process for the development of the Harbour Secondary Plan was based on three main phases, as illustrated in Figure 1.1.

1

A project Steering Committee was created to provide guidance, strategic direction, and stakeholder input at key points in the process. The Steering Committee was selected based on an open application process at the beginning of the project, and was comprised of the Municipality of Central Elgin Mayor, Councillors, Municipality and County staff, local BIA representatives and “members at large”.

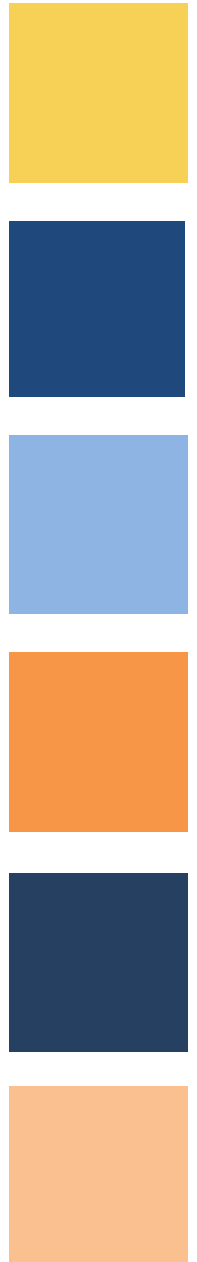
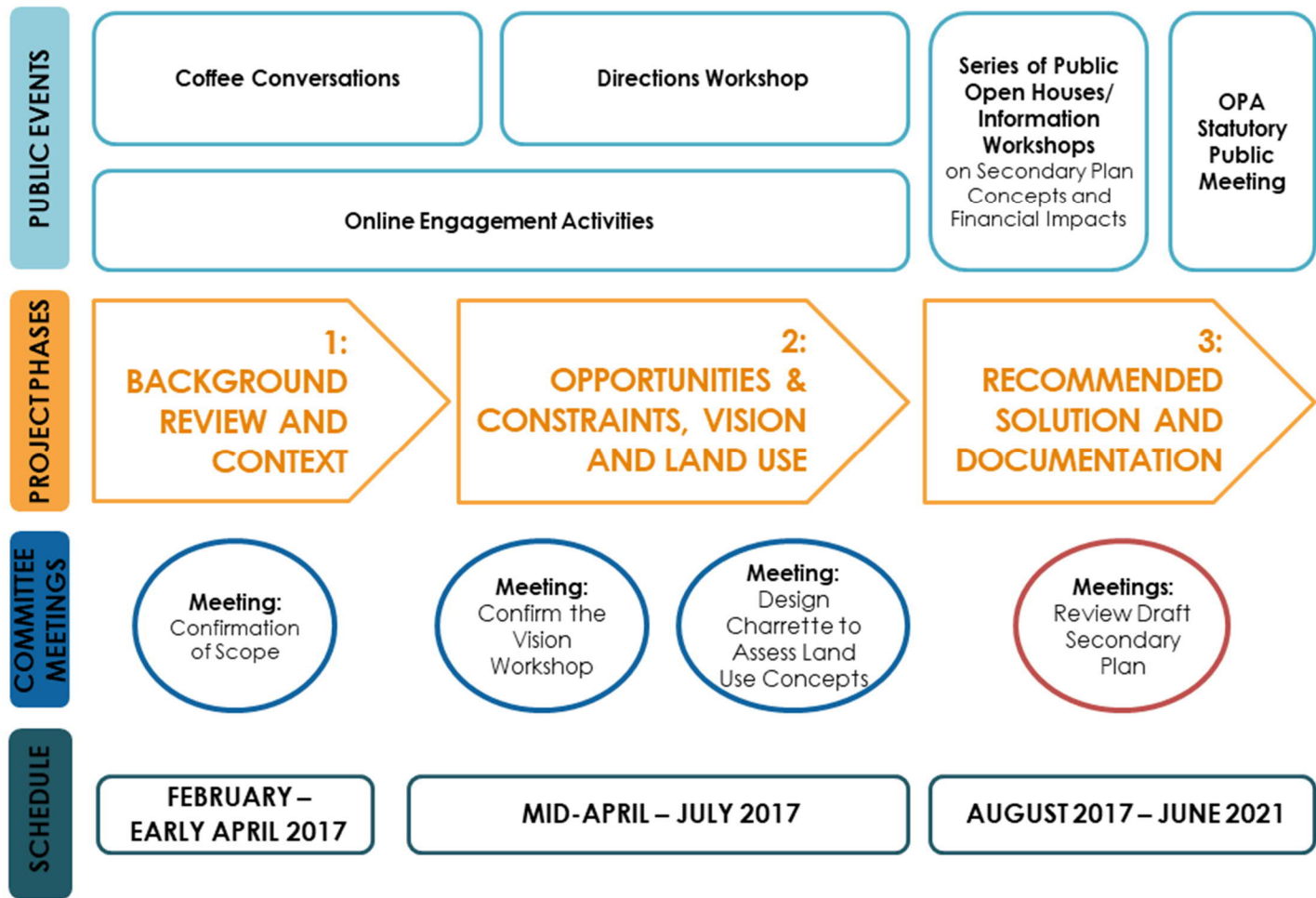


Figure 1.1: Harbour Plan Process



The Harbour Secondary Plan process was informed by public and community feedback at each phase of the project, and included Council updates as well as open houses, workshops and presentations to the public throughout.

1.4 Organization

The Harbour Secondary Plan is divided into six main sections:

- Section 1 provides an introduction, and an overview of the purpose of the plan and the process;
- Section 2 identifies the basis for the plan, including the Harbour Secondary Plan area, the existing conditions, and the context;
- Section 3 features the vision and principles that provide the framework for the plan;
- Section 4 outlines the Land Use Concept for the Harbour Area and the supporting land use, transportation, and infrastructure policies;
- Section 5 provides urban design guidelines and public and private realm improvements; and

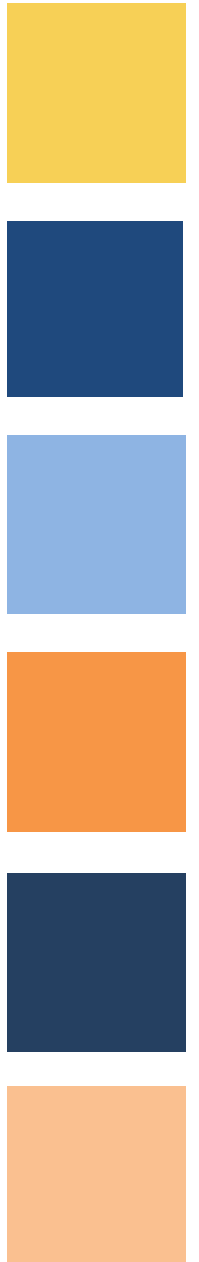
- Section 6 identifies phasing and implementation elements, and tools for the Harbour Plan.

1.5 Integration with the Central Elgin Official Plan

This Harbour Plan is written as a stand-alone planning document. The recommended planning policies in this secondary plan are intended to be formally incorporated into the Central Elgin Official Plan through a separate Official Plan Amendment. Sections 3 to 5 in this secondary plan will be used to prepare the Official Plan Amendment. The urban design guidelines outlined in Section 5 will assist in the creation of an Urban Design and Public and Private Realm Guideline Manual that will be prepared as part of future design guidelines for the Municipality. A Harbour Area Design Master Plan will be prepared in the next phase of the Harbour lands planning and implementation process.

1.6 Authority

The Harbour Secondary Plan has been prepared within the context of Section 17 of the Planning Act. The Plan is in conformity with the policies of the Municipality of Central Elgin Official Plan, and is consistent with the Province of Ontario's Provincial Policy Statement (2020).



2 PLAN BASIS

2.1 Harbour Secondary Plan Area

The Port Stanley Harbour Secondary Plan area is in part based on Schedule G3 – Greater Harbour Area of the Municipality of Central Elgin Official Plan with some additional adjacent areas included in the study area. The focus of the Harbour Secondary Plan is the vacant East and West Harbour lands, which have the potential for redevelopment; neighbouring areas were included in the planning area to recognize the local planning context and address land use compatibility with those neighbouring lands.

In total, the Harbour Secondary Plan area covers 85 hectares, which includes the existing East and West Harbour lands, the Main Street area of the village downtown, the east Hillside residential area, the Carlow to William residential area and portions of Kettle Creek and Lake Erie.

As shown in Figure 2.1: Planning Sub-Areas, the planning area is described based on five sub-areas:

- West Harbour lands;
- East Harbour lands;
- Main Street Commercial;
- Hillside Residential Area; and

- William to Carlow Residential Area.

2.2 Sub-Area Existing Conditions

Figure 2.2: Existing Land Use illustrates the existing land uses within the Harbour Secondary Plan area. The pages that follow provide an overview of the existing conditions within the five sub-areas of the study area. Section 2.3 presents the current planning context, including the Official Plan designations.

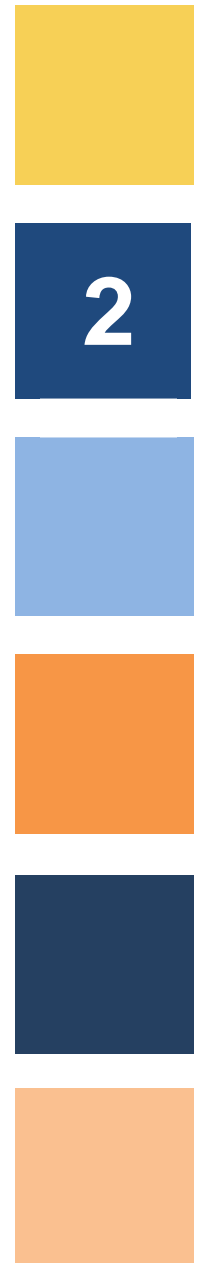
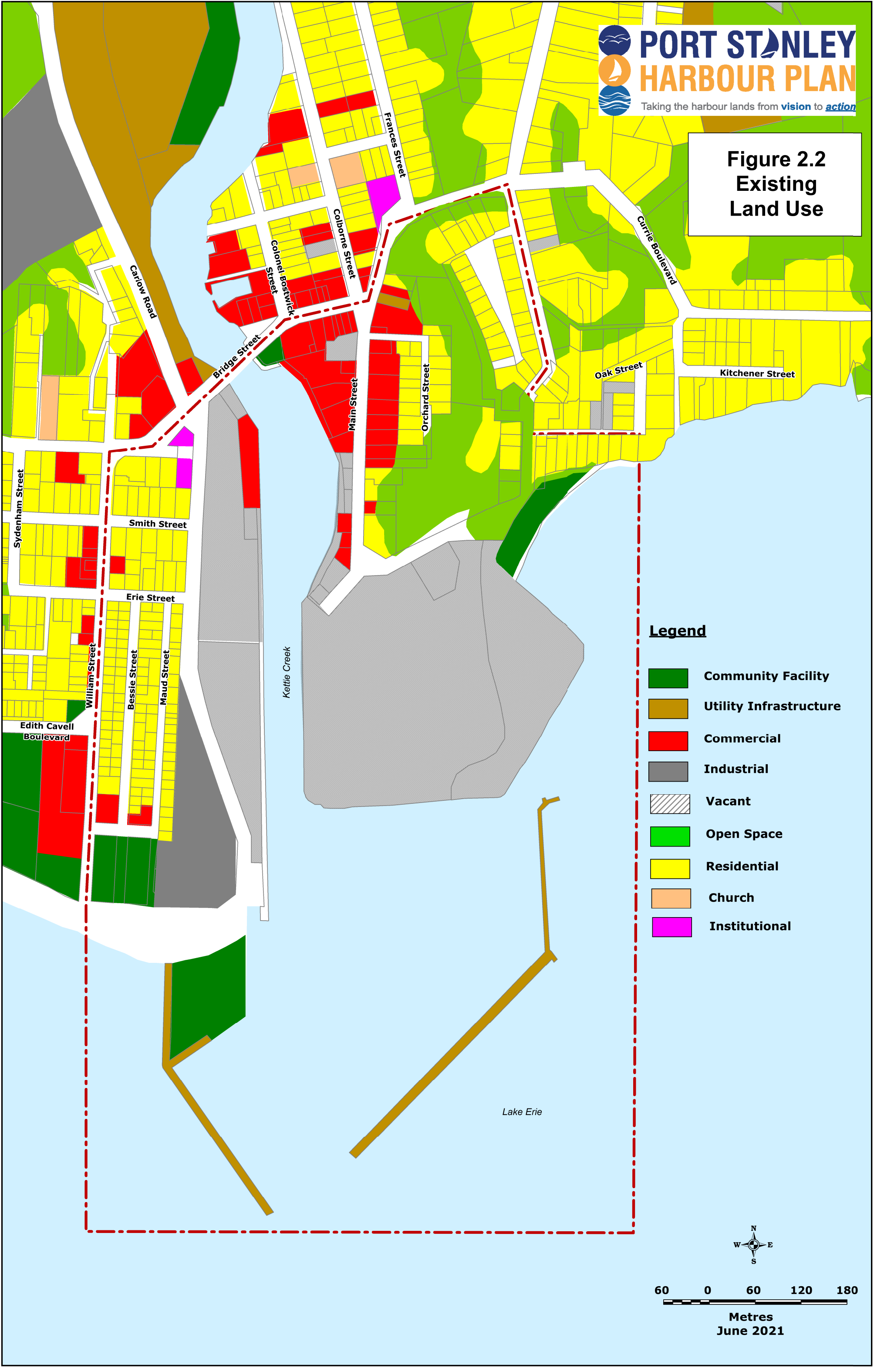


Figure 2.1: Planning Sub-Areas



Figure 2.2
Existing
Land Use



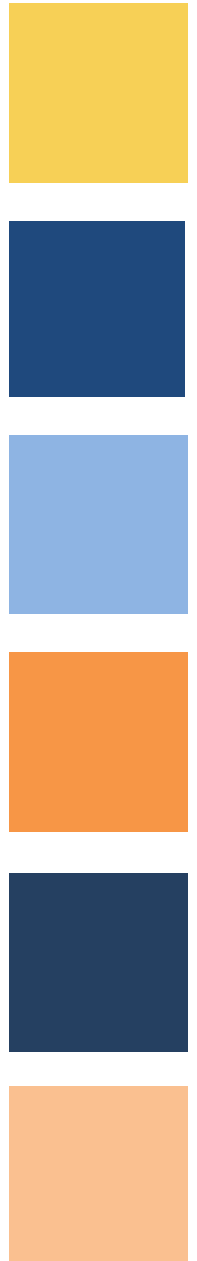
2.2.1 East Harbour

Known locally as “the Berm”, the East Harbour lands consist of primarily vacant lands that are owned by the Municipality. Until 2010, these lands were owned by Transport Canada.

Today, the lands include a parking lot and an informal trail system through grasslands. The rocks along the waterfront are a destination for local fishers.

Adjacent to the East Harbour is Little Beach, a popular destination for local families. Little Beach has a few amenities and a gravel parking lot.

A Draft Certificate of Property Use is in the final review process; once it is approved by the Ministry of Environment, Conservation and Parks, the Record of Site Condition from Transport Canada will be registered. These documents set out risk management requirements for the range of land uses being planned on the East Harbour.

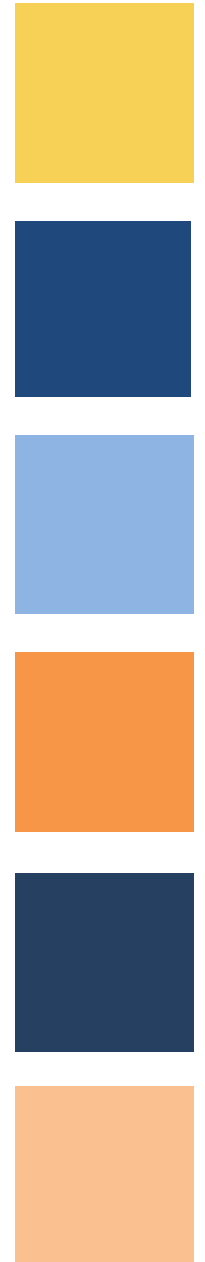
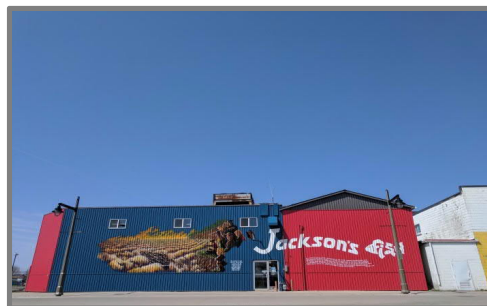


2.2.2 Main Street Commercial

The intersection of Bridge and Main Streets is the primary gateway for the village of Port Stanley.

The downtown is a key destination with retail and service commercial uses along Main and Bridge Streets. These uses include boutique inns, fashion, gift and home décor stores as well as dine-in and takeout restaurants, food and beverage takeaway shops and fish sales outlet for the local commercial fishery that cater to residents and visitors alike.

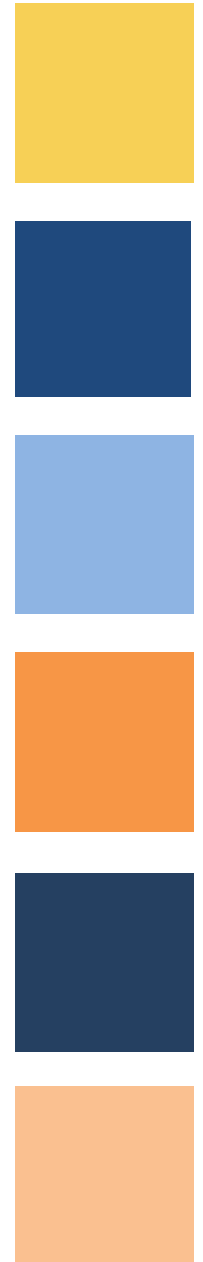
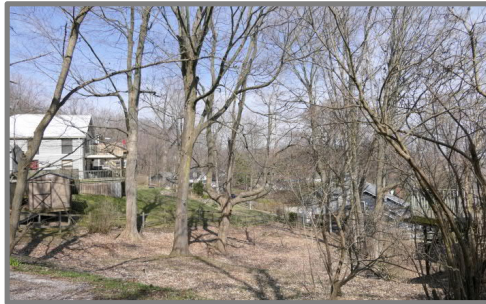
Glover Park adjacent to the popular Port Stanley Festival Theatre and library features public seating. This area is a key vantage point for the lake, the harbour lands, the lift-bridge, passing boats heading to/from the marina, and automobile and pedestrian traffic. Both Bridge and Main Streets feature parking on both sides for easy access to adjacent retail and service commercial uses.



2.2.3 Hillside Residential Area

The Hillside residential area is at the east edge of the Harbour Area, and comprises both seasonal and permanent single-detached housing. This area is on the top of the Kettle Creek Valley/Lake Erie shoreline bluff overlooking the East Harbour lands. Residences atop the bluff have views of the Kettle Creek harbour and Lake Erie.

A portion of the Hillside residential area includes a wooded area. These woodlands were identified as requiring protection to mitigate against slope stability and erosion in this area.

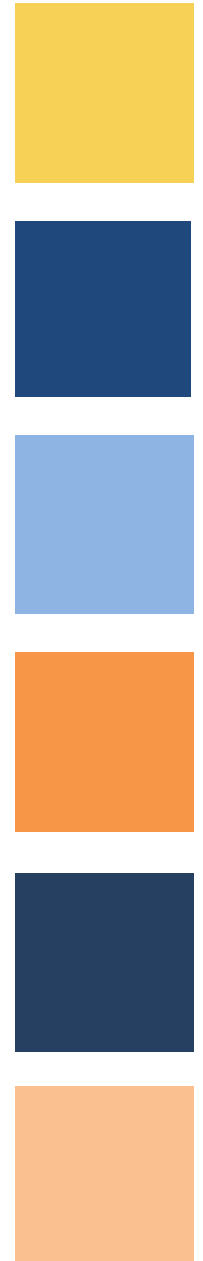


2.2.4 West Harbour

Similar to the East Harbour, the West Harbour has a significant portion of vacant land. A large portion of the West Harbour lands is currently used as a parking lot.

At the southeast corner of Carlow Road and Bridge Street, the Municipality has built a visitors centre, permanent washroom facilities, and a wastewater pumping station. Located adjacent to the dock/pier, the former Omstead Foods building is currently vacant. This portion of the waterfront trail, which includes wayfinding signage and other amenities such as seating, connects users to Hofhuis Park, the Port Stanley pier, and to Main Beach.

The southern portion of the West Harbour is occupied by the McAsphalt Industries Ltd. Port Stanley Terminal storage facility.

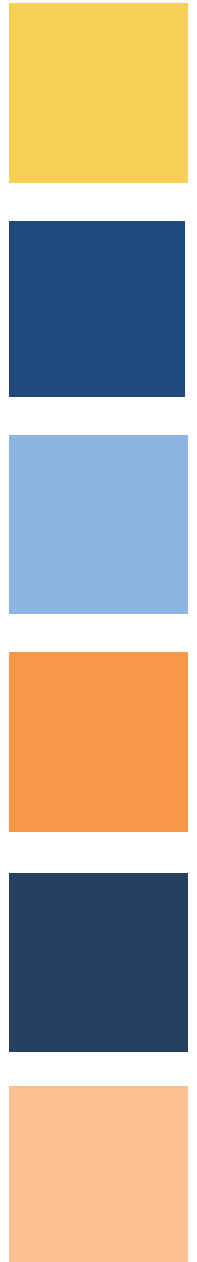


2.2.5 William to Carlow Residential Area

The William to Carlow residential area includes existing residential and commercial uses. Along the narrow Maud and Bessie Streets, seasonal cottages have been converted to all-season homes.

This area includes William Street, which functions as the gateway to Main Beach. William Street has existing commercial and residential uses. Some areas of William Street feature streetscape improvements. Due to a small right-of-way, there are no sidewalks on the east side of William Street south of Edith Cavell Boulevard.

The southern portion of the Harbour Area includes a small portion of Main Beach.



2.3 The Planning Context

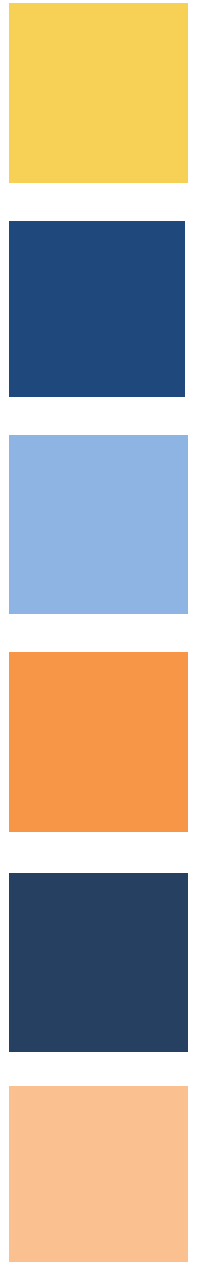
The Municipality of Central Elgin Official Plan was adopted by Council in February 2012 and was approved by the Province in February 2013. The Official Plan outlines the planned land use for the entire Municipality, which includes the former Village of Port Stanley, former Township of Yarmouth, and the former Village of Belmont.

Figure 2-3: Planned Land Use presents the current Official Plan approved land use within the Harbour Area.

The East Harbour and West Harbour lands are currently designated as Harbour Lands or Adjacent Harbour Lands in the Official Plan. The Harbour Lands policies permit tourism-oriented and recreation type uses as well as the existing commercial fishery uses. The Adjacent Harbour policies permit existing uses, tourism-oriented, recreation type uses, and residential uses. The Harbour policies outline criteria for existing and new uses in the Harbour and Adjacent Harbour Lands. They also identify that the Municipality shall prepare a comprehensive secondary plan to lay out the long term vision and plan to repurpose the Port Stanley Harbour lands and their planned integration with the adjacent waterfront, beach, residential and downtown areas.

The Main Street area is designated Commercial and is the core commercial area for the village. The General Commercial policies allow uses such as retail stores, business and personal services, offices, restaurants, hotels, motels, and places of entertainment. Within the village's core commercial area, there are also policies to promote streetscape improvements, pedestrian connectivity, and preservation of buildings or structures of historic or architectural interest. The Official Plan also identifies the Main Street/Bridge Street Adjacent Lands as a special policy area, with policies promoting opportunities for active transportation access to the waterfront and a high standard of building and landscape design.

The Hillside residential area is designated Residential on the tablelands and Natural Heritage on the side slopes within the Official Plan. Within the Natural Heritage designation, the following uses are permitted: passive open space, walking/biking trails, forest and resource management uses, conservation uses, erosion and flood control, and low-intensity public and private recreation uses. The Official Plan also recognizes this area as a Natural Hazard area. This policy overlay designation identifies lands that may be hazardous due to a range of potential issues such as flooding or erosion. Buildings or structures are not permitted within a Natural Hazard area unless related to



conservation or hazard mitigation, and there are policies to inform development or site alteration within 30 metres of a Natural Hazard (see policy 3.2.2). Lands designated Residential permit a range of dwelling types (including single-detached, duplexes, triplexes, townhouses and apartments) and densities (including low density: 22 units per net hectare, medium density: maximum of 35 units per net hectare, and high density: greater than 35 units per net hectare).

The William to Carlow residential area is largely designated Residential with some Commercial designations along William Street. The Maud and Bessie area is identified as a special policy area, and policies recognize the need for reinvestment and review of this area as part of the Harbour Secondary Plan process.

Main Beach is designated as Dynamic Beach, with policies protecting the active beach zone for limited uses such as passive recreational activities, flood or erosion control, conservation uses, beach management and public safety. The policies recognize its natural hazard (flooding) risks and provide allowance for dune formation.

The William to Carlow residential area also includes lands designated Community Facilities. Within this designation, permitted uses include indoor and outdoor recreation, leisure,

conservation purposes, public works purposes, regional parks and accessory buildings including a community centre.

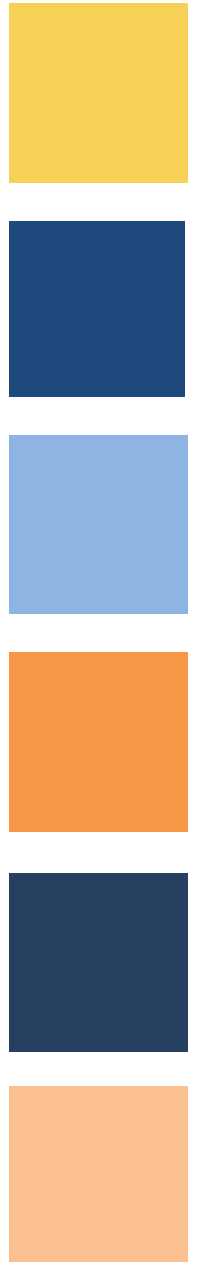
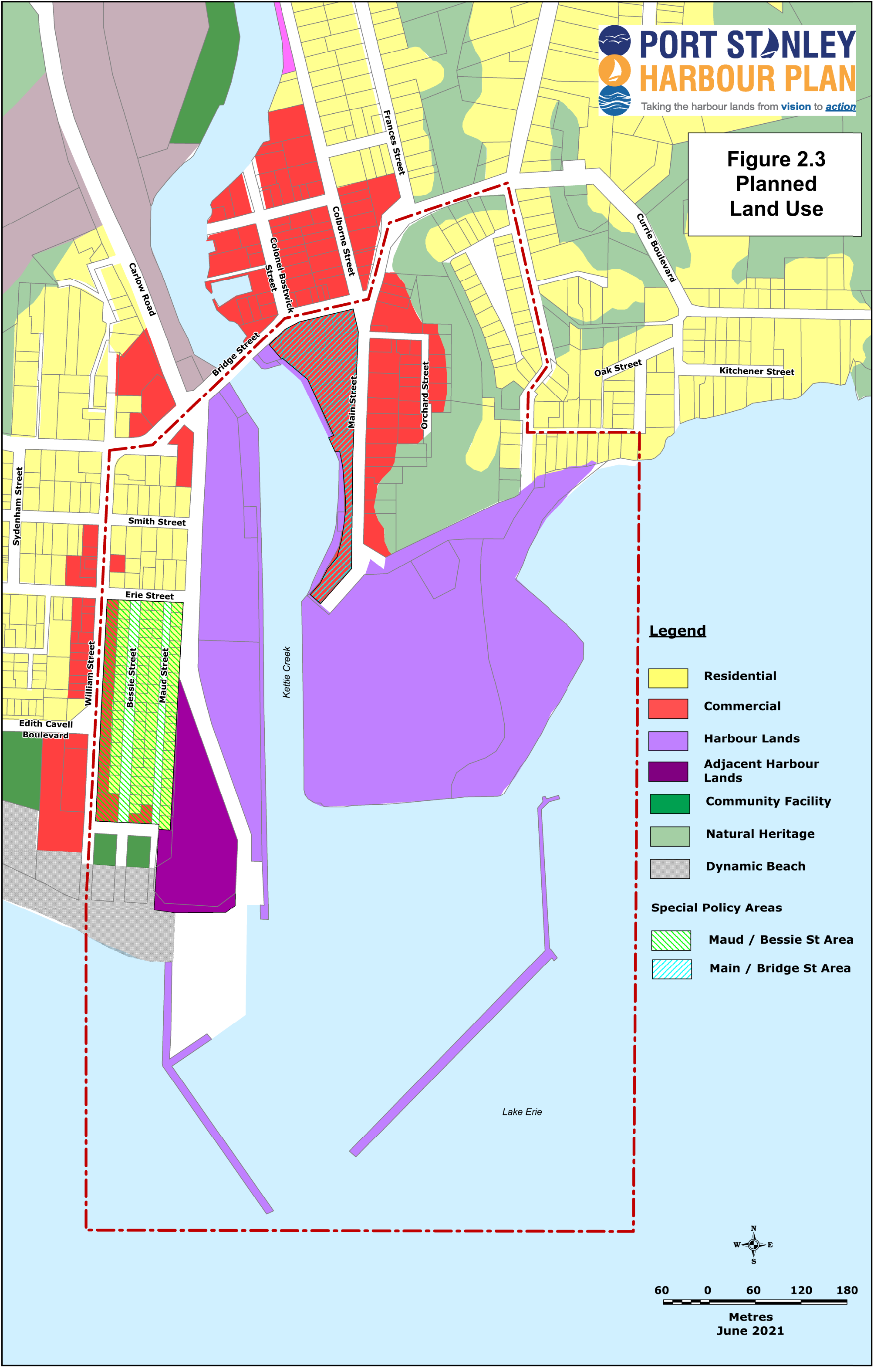


Figure 2.3
Planned
Land Use



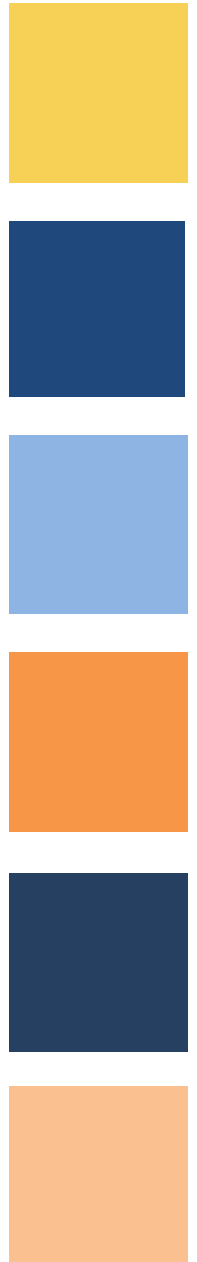
2.4 Key Issues and Opportunities

Key issues and opportunities for the Harbour Plan area were identified through consultation with the Steering Committee and the public early on in the process. Policies, plans, technical foundation studies, and site visits also informed the identification of key issues and opportunities, which guided the preparation of this Harbour Plan. The following summarizes the key issues and opportunities for the East Harbour, West Harbour, and the broader Harbour Plan Area.

2.4.1 East Harbour Issues and Opportunities

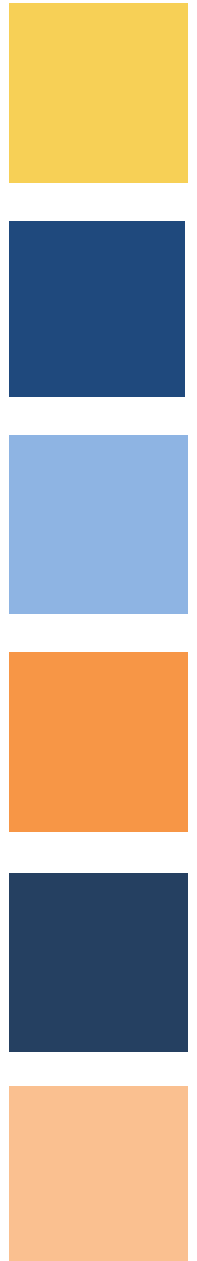
- A Draft Certificate of Property Use (CPU) has been prepared for the East Harbour lands (headlands, east side pier and parkette at Bridge St) and the west side pier on the West Harbour lands. The CPU specifies the Risk Management Measures identified by the Risk Assessment that are to be implemented along with the requirements for each of those measures to ensure that the lands are suitable for the intended residential, parkland and institutional uses:

- Areas designated by the CPU shall be covered by a barrier to site soils designed, installed and maintained in accordance with the Risk Assessment prepared for the subject lands;
- The barrier to site soils shall consist of a hard cap, fill/soil cap and/or fence;
- An Inspection and Maintenance Program shall be prepared and implemented;
- A Soil and Groundwater Management Plan shall be prepared and implemented;
- A site-specific Health and Safety Plan shall be developed for the subject lands and implemented during all intrusive, below-grade construction activities;
- Shall refrain from constructing any buildings on specific designated lands unless the building contains a soil vapour intrusion control system;
- The Surface Water Monitoring Program shall commence following the issuance of the CPU;



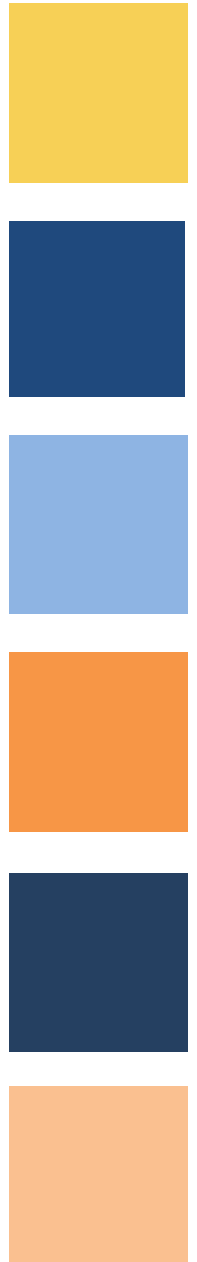
- Central Elgin shall retain a copy of the site plan prepared and signed by a Qualified Person describing the property, placement and quality of all of the barriers to site soils;
- Central Elgin shall prepare an Annual Report documenting activities undertaken to address the Risk Management Measures the previous year;
- Shall refrain from using the subject lands for an agricultural land use or vegetable garden;
- Shall refrain from using groundwater beneath the subject lands as a potable water supply; and
- The installation of potable drinking water wells on the subject lands is prohibited; and
- Central Elgin shall ensure that every person with whom the municipality has a contractual relationship regarding the occupancy or all or part of the specified property is given notice that the Ministry has issued this CPU.

- Once the final CPU for the former Transport Canada Lands on the East and West Harbours are issued by the Ministry of Environment, Conservation and Parks (MOECP), it will be registered on the land title for the property and the Record of Site Condition will be filed with the MOECP.
- Given the use of lake-fill on the Harbour lands, geotechnical review will also be required as part of the site planning and development process to ensure sub surface suitability for the proposed development projects.
- Sanitary servicing infrastructure is in-place along Main Street. A servicing extension and some upgrades are required to accommodate development of the East Harbour lands. (Refer to the Sanitary and Water Servicing Review dated May 2018 (Dillon) contained in Appendix A to this Secondary Plan Report)
- There is adequate water servicing infrastructure capacity along Main Street and adequate water pressures available to service potential development.



- The Port Stanley Coastal Risk Assessment dated June 2021 has updated the development limits and restrictions pertaining to lake levels, flood hazard, erosion hazard and the dynamic beach accounting for climate change. Based on the updated Climate Change Hazard Mapping, the East Harbour lands are primarily outside of the 100 year Climate Change Lake Level Limit, Climate Change Dynamic Beach Limit, Climate Change Flood Hazard Limit and the Erosion Hazard Limit shown on the updated Climate Change Hazard Mapping. (Refer to the Port Stanley Coastal Risk Assessment dated June 2021 (Zuzek) contained in Appendix B to this Secondary Plan Report)
- New development along the waterfront and east pier on the East Harbour lands will be required to comply with the requirements of the Municipality of the Central Elgin and the Kettle Creek Conservation Authority.

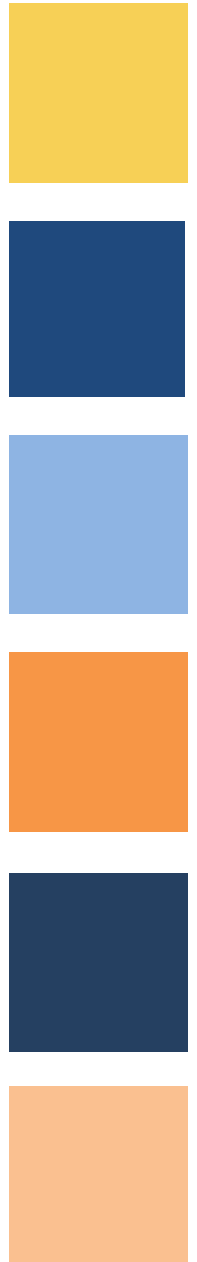
- A Natural Heritage Review was undertaken to identify the need for preservation, protection and the opportunities for integration of the natural heritage features in the Harbour Secondary Plan. The work included the review of the hillside woodlands to determine the type of species, size, health and confirm their significance as a natural heritage feature; the potential for negative impacts of the proposed development on those features; the identification of mitigation and compensation measures; and the identification of an environmental management strategy and measures for protecting the significant natural features within the context of the proposed development. (Refer to the Natural Heritage Review dated May 2018 (Dillon) contained in Appendix C to this Secondary Plan Report)
- The East Harbour lands have primarily non-native and invasive species, with limited habitat available, resulting in limited natural heritage constraints for redevelopment.



2.4.2 West Harbour Issues and Opportunities

- Given the use of lake-fill on the Harbour lands, geotechnical review will be required geotechnical review will also be required as part of the site planning and development process to ensure sub surface suitability for the proposed development projects.
- Sufficient environmental soils investigations have been undertaken for the vacant lands on the West Harbour to permit community uses such as roads, parking) and commercial uses.
- To accommodate institutional, residential or parkland uses on the West Harbour lands, a Record of Site Condition with supporting environmental documentation is required. (Refer to the Environmental Soils Review dated March 2018 (Dillon) contained in Appendix D to this Secondary Plan Report)
- Water and sanitary servicing extensions are required for the West Harbour lands.
- There is adequate water servicing infrastructure capacity along Carlow Road and adequate water pressures available to service potential development.

- There is adequate sanitary servicing infrastructure capacity to serve the potential development.
- New development on the West Harbour lands will be required to comply with the limits and restrictions pertaining to lake levels, flood hazard and the dynamic beach accounting for climate change contained in the Port Stanley Coastal Risk Assessment. Based on the updated Climate Change Hazard Mapping, the West Harbour lands are within the 100 year Climate Change Lake Level Limit and the Climate Change Flood Hazard Limit. Following the installation of a flood mitigation dune at the foot of William Street as identified in the Coastal Risk Assessment, the West Harbour lands would be outside of the 100 year Climate Change Lake Level Limit but still within the Climate Change Flood Hazard Limit.
- New development will be required to comply with the flood-proofing requirements of the Kettle Creek Conservation Authority.



- As noted in the Coastal Risk Assessment, the West Harbour lands could be taken out of the Climate Change Flood Hazard Limit by extending the flood mitigation dune at the foot of William Street westward along Main Beach.

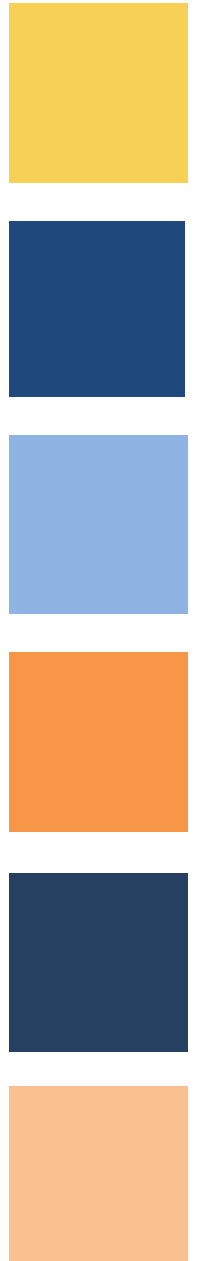
2.4.3 Broader Harbour Plan Area Opportunities

- Port Stanley Harbour lands offer a unique waterfront redevelopment opportunity linking existing community anchors including Main Beach and the Downtown.
- Existing harbour and marine areas contribute to existing fisheries, related tourism, and the community character.
- The location of Port Stanley within the broader Lake Eire coastal tourism context offers an opportunity for increased tourism activity.
- Strategically located parking can help to mitigate traffic congestion and routing challenges.
- No downstream water servicing capacity issues have been identified.
- There is a unique opportunity to increase the range of housing choices available in the community.

- There is an opportunity to improve public amenities on the harbour lands and ensure public access to the waterfront.
- There is an opportunity to build on the existing community character and assets including fisheries.
- There is an opportunity to enhance or maintain existing public viewsheds.
- There is an opportunity to provide active transportation connections along the waterfront.

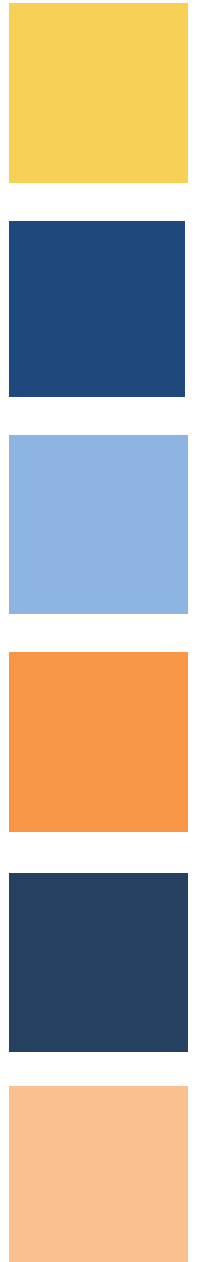
2.4.4 Broader Harbour Plan Area Issues

- There is coastal tourism competition within the broader region, and the need to remain competitive by establishing a niche market.
- The hillside woodlands need to be protected to prevent further erosion as noted in the Natural Heritage Review.
- Existing slope stability concerns are evident at the bluff.
- Some basic amenities (e.g., hospital, banks) do not currently exist in the village, due to the size of the existing permanent population. This could impact overall market attractiveness.



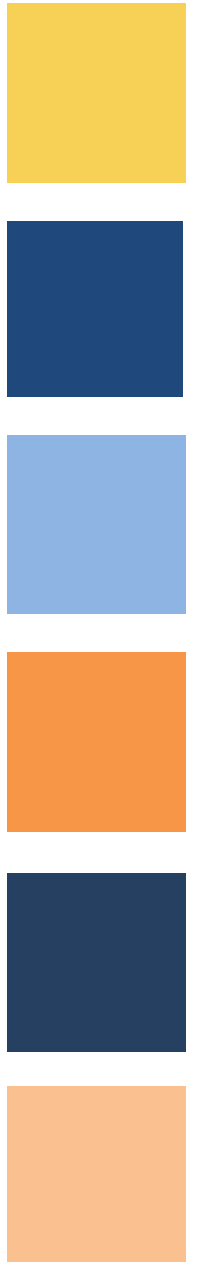
- There are limited east-west road connections across Kettle Creek in the Harbour area which affects traffic circulation. Consideration needs to be given to operational improvements along Bridge Street to avoid traffic queuing on the bridge.
- Traffic operations assessment of the intersections along Bridge Street-George Street determined that an all-way (3-way, with south leg being 1-way southbound) stop should be considered at the William Street / George Street intersection and a signalized intersection should be considered for Carlow Road / Bridge Street in the longer term.
- Additional development will warrant review of a left lane configuration and signal timing for the Main Street northbound approach at the Bridge Street intersection.

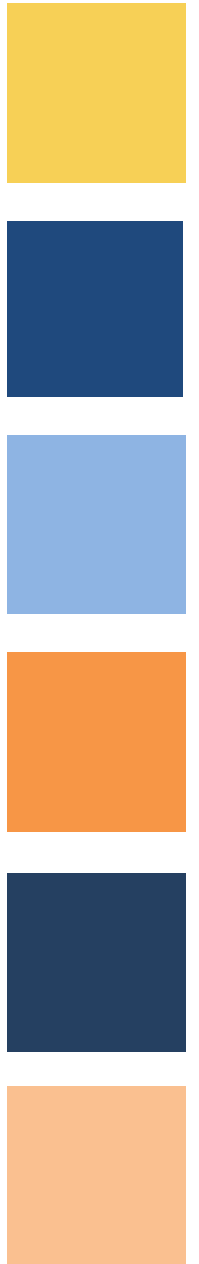
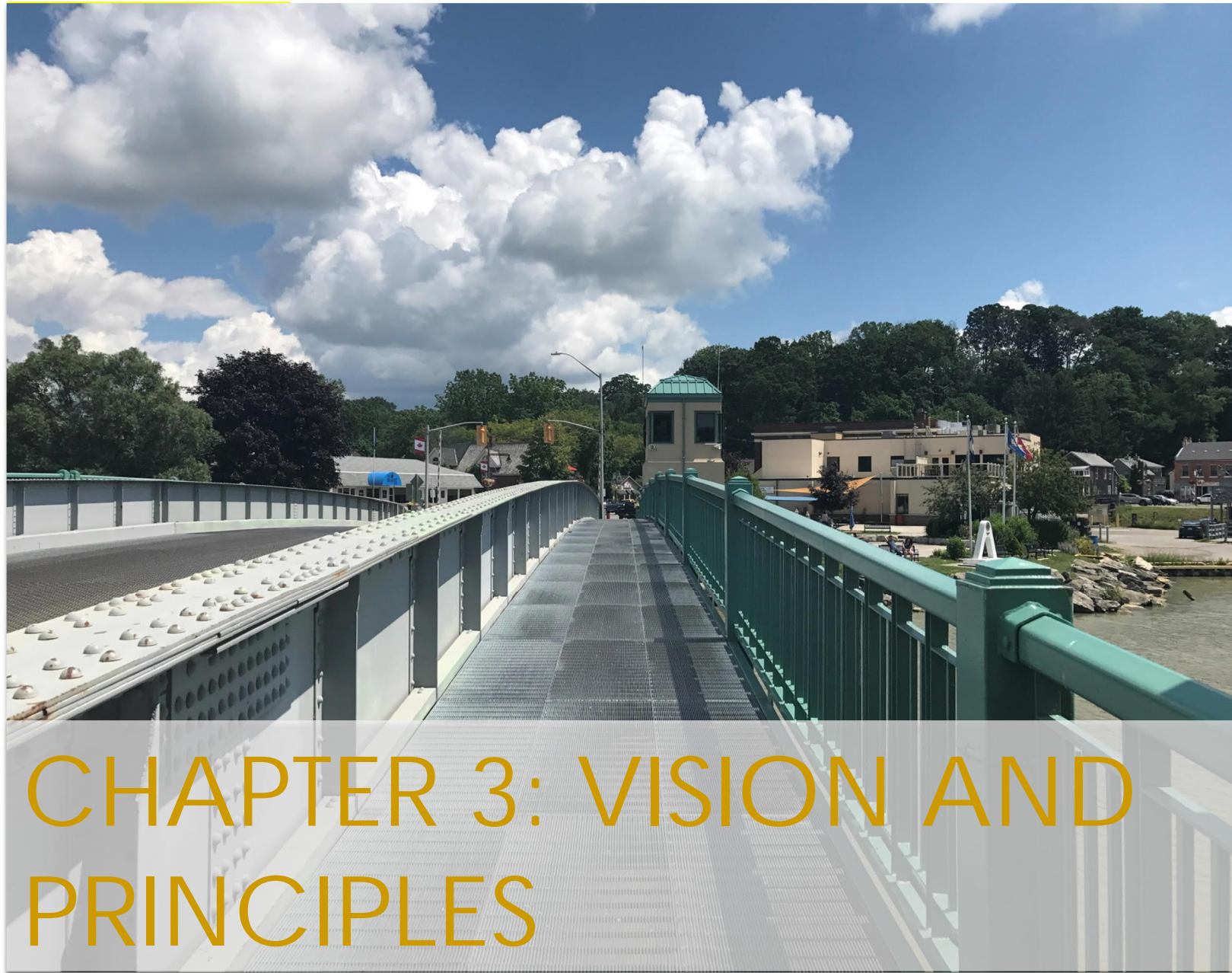
- Due to archaeological potential identified in the Archaeological Review, a Stage 1 Archaeological Assessment should be completed on a project-by-project basis for any areas where below-grade soil disturbing activities will be conducted. (Refer to the Archaeological Review dated May 2017 (Fisher) contained in the Appendix F to this Secondary Plan Report)
- The updated development limits and restrictions pertaining to lake levels, flood hazard, erosion hazard and the dynamic beach contained in the Port Stanley Coastal Risk Assessment will also affect the Main Beach area, Edith Cavell residential area and William to Carlow residential area including Maud and Bessie area. New development including cottage conversions, site infilling and redevelopment will be required to comply with the limits and restrictions described in that document and the approval requirements of the municipality and the Kettle Creek Conservation Authority.





Due to environmental soils constraints, the East Harbour lands will have hard or soft cap barriers depending upon the nature of development on the lands.





3 VISION AND PLACE-MAKING PRINCIPLES

3.1 Harbour Vision

The following Harbour Vision and Place-making Principles were developed through input from the local community, Secondary Plan Steering Committee and Council at Coffee Table Community Conversations, Visioning/Design Charrette sessions and Public Open House/Workshop presentations held in April to July 2017:

“Today, Port Stanley is a vibrant community with a unique character, beautiful landscapes and beaches, and a strong sense of community. It is an active commercial fishing village that is valued by its residents and enjoyed by its visitors.

Into the future, the waterfront will continue to be publicly accessible, with a range of facilities that support passive and active recreational uses which serve the existing and future residents and visitors. Important views of the lake will be maintained and enhanced through the sensitive design and careful siting of new development on the Harbour lands.

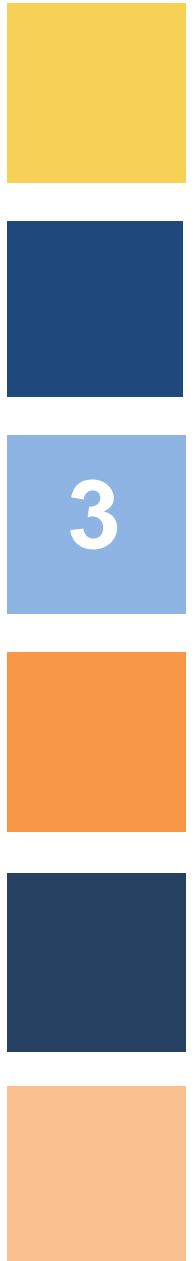
The repurposing of the Harbour lands will leverage the assets of the Port Stanley

community and provide new opportunities for year-round amenities that can be enjoyed by people of all ages, while maintaining the unique and historic character of the village. New facilities will be provided to support healthy, active lifestyles of the existing and future residents and visitors. Port Stanley Harbour will celebrate its history as an industrial port and will maintain and support its active commercial fishery.

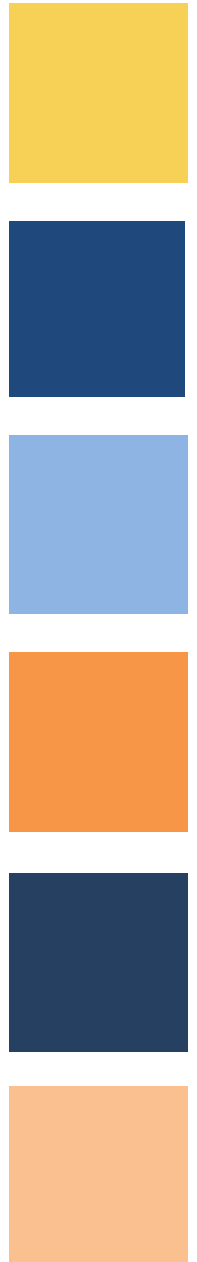
New uses will support sustainable options for people to live, work, shop and play in Port Stanley. New uses will enhance the choices available for accommodations within Port Stanley, including housing encompassing a range of affordability and accessibility, shorter stay accommodations for visitors, and new retail uses to serve the needs of the community and visitors. The development of the Harbour lands will be planned with a range of uses to be financially self-sustaining with revenue generation as a focus for the long term.”

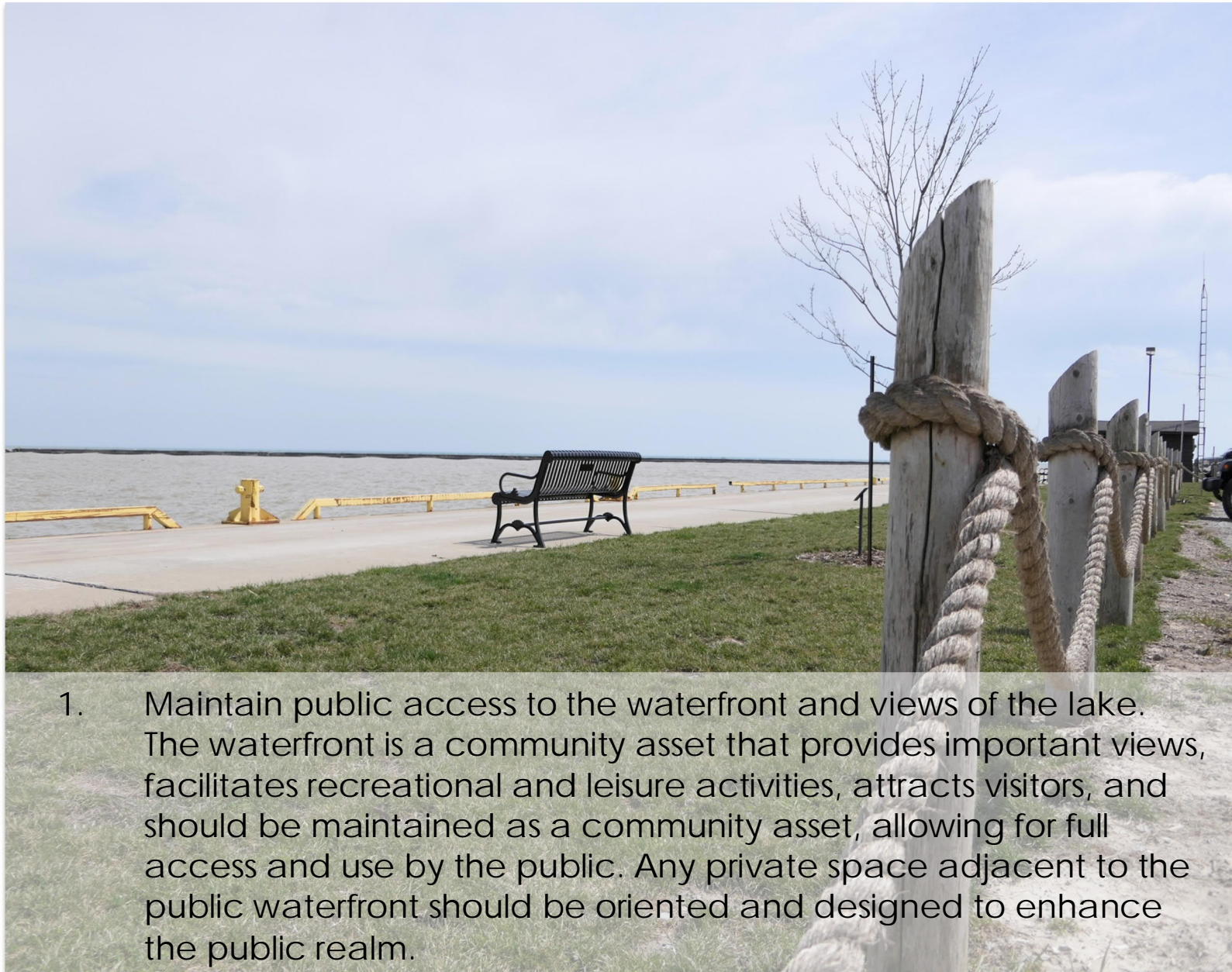
3.2 Harbour Place-Making Principles

The place-making principles for creating public spaces that contribute to people’s health, happiness and well-being on the Harbour lands are:

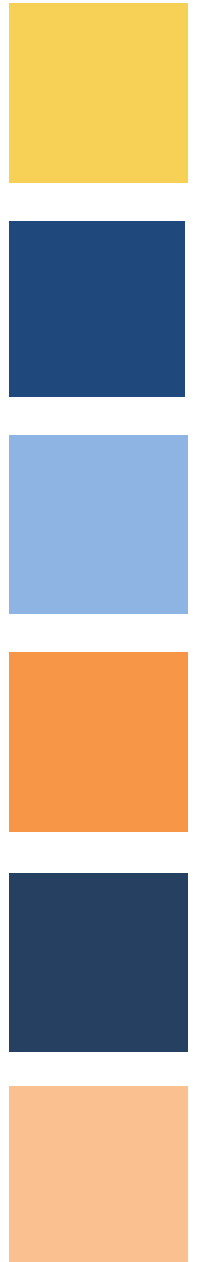


1. Maintain public access to the waterfront and views of the lake.
2. Promote healthy active lifestyles.
3. Ensure new development celebrates and honours the unique history and character of Port Stanley.
4. Provide enhanced port services.
5. Facilitate the development of new year-round public amenities.
6. Support long term mixed use development that enhances the livability and sustainability of the community.



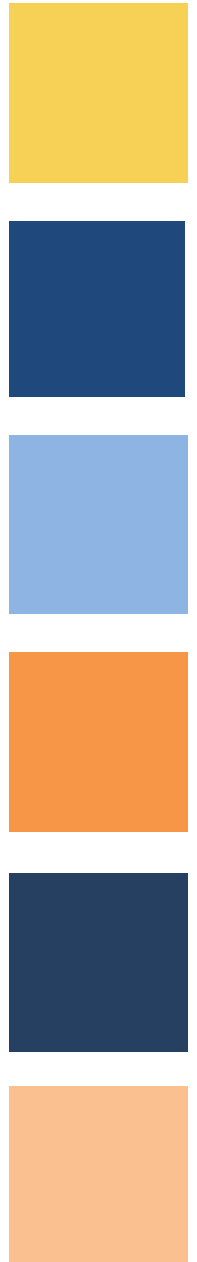


1. Maintain public access to the waterfront and views of the lake. The waterfront is a community asset that provides important views, facilitates recreational and leisure activities, attracts visitors, and should be maintained as a community asset, allowing for full access and use by the public. Any private space adjacent to the public waterfront should be oriented and designed to enhance the public realm.

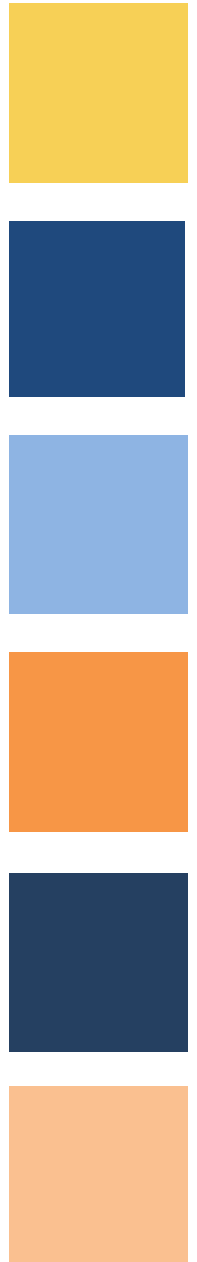


2. Promote healthy active lifestyles.

The planning of our built and natural environment can promote healthy, active lifestyles by providing active transportation connections, active and passive recreational and leisure facilities, ensuring our streets balance all modes of transportation, designing our private spaces to activate the street, and developing high quality public realm and public gathering places. The Harbour Secondary Plan will identify opportunities to promote healthy and active lifestyles through the design and orientation of public and private spaces.

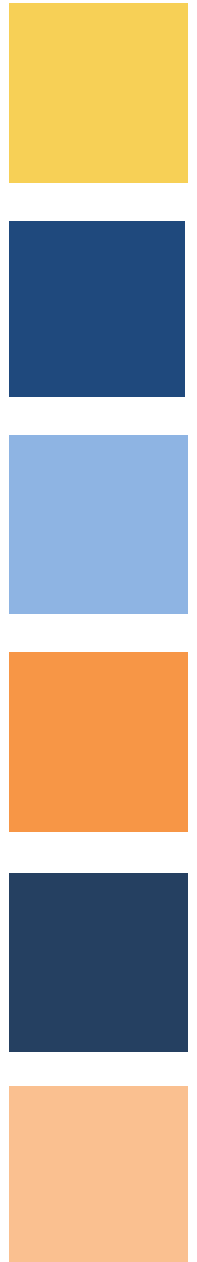
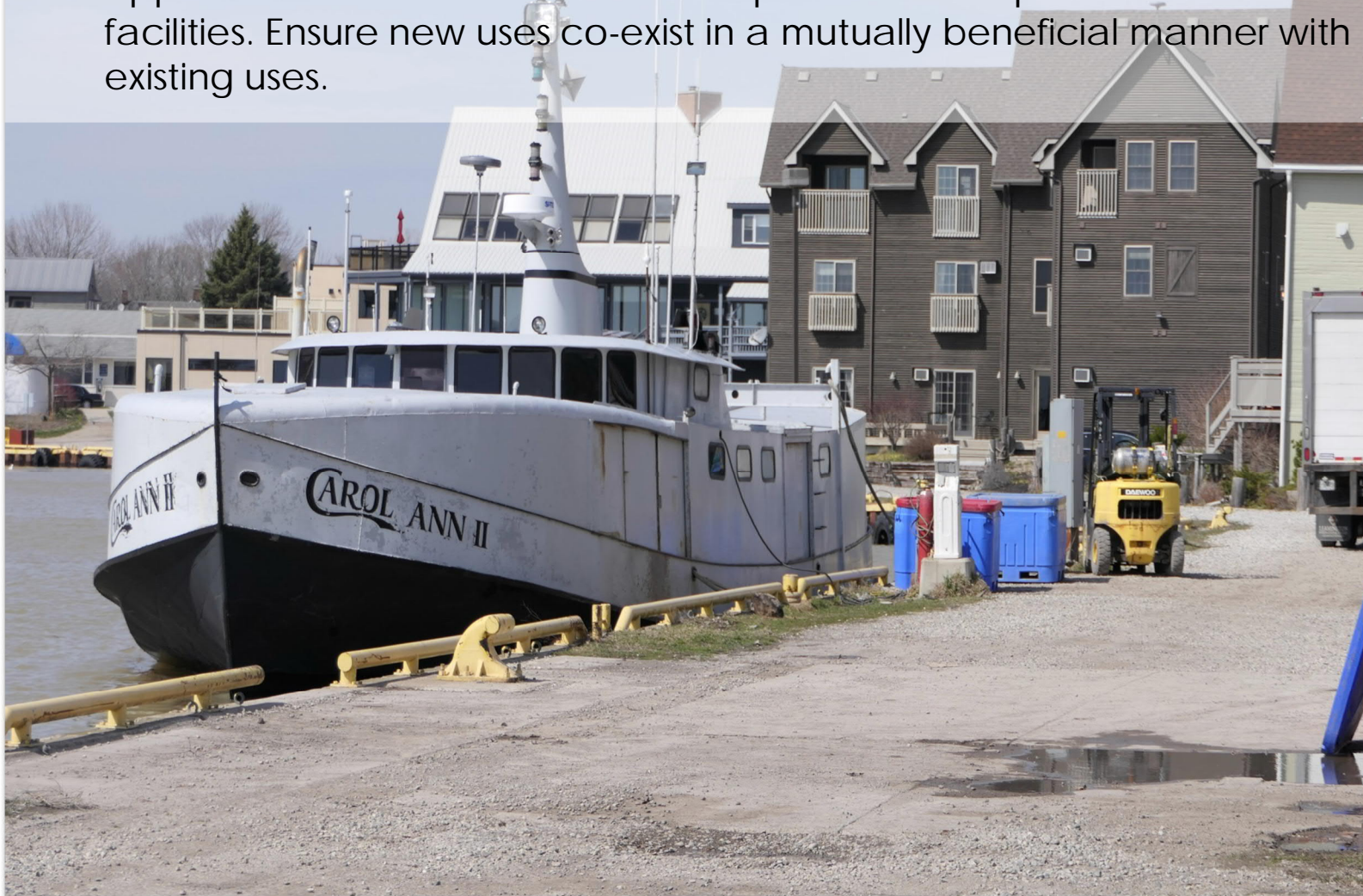


3. Ensure new development celebrates and honours the unique history and character of Port Stanley
Design new places to leverage the unique character of Port Stanley and complement existing uses. Find opportunities to celebrate and honour the history of Port Stanley as a working port.



4. Provide enhanced port services.

Recognizing the importance of the fishing industry in Port Stanley, support the commercial fishery uses for the long term. Provide opportunities to facilitate the development of new port services and facilities. Ensure new uses co-exist in a mutually beneficial manner with existing uses.





5. Facilitate the development of new year-round public amenities. A full range of public amenities is needed to support healthy, sustainable lifestyles. In order to support the social, recreational and leisure needs of the existing community members, all-season amenities should be introduced that address the existing gaps. Amenities should also be introduced to help attract year-round visitors to the Harbour Lands.



6. Support long term mixed use development that enhances the livability and sustainability of the community. New development will be provided to enhance market choice, provide affordable options, and introduce commercial uses to serve the needs of residents and visitors of all ages. Recognition of the aging population and their evolving housing needs will be supported.



4 RECOMMENDED HARBOUR SECONDARY PLAN AND POLICIES

4.1 Harbour Secondary Plan Area

The Harbour Secondary Plan Area is shown on Map A – Land Use. The Plan Area includes the East and West Harbour lands, the downtown commercial area, the William to Carlow residential area including the Maud & Bessie area adjacent to the West Harbour, the Hillside residential area overlooking the East Harbour and the wooded area on the adjacent Kettle Creek valley side slope.

4.2 Land Use Structure and Policies

4.2.1 Land Use Structure

Land uses within the Harbour Secondary Plan Area are classified under the following land use designations (as shown on Map A – Land Use) and supporting policies:

- a. Harbour Low Density Residential;
- b. Mixed Use 1;
- c. Mixed Use 2;
- d. Commercial;

- e. Hotel/Conference Centre;
- f. Harbour Community Facilities;
- g. Harbour Natural Heritage; and
- h. Dynamic Beach.

4.2.2 General Policies

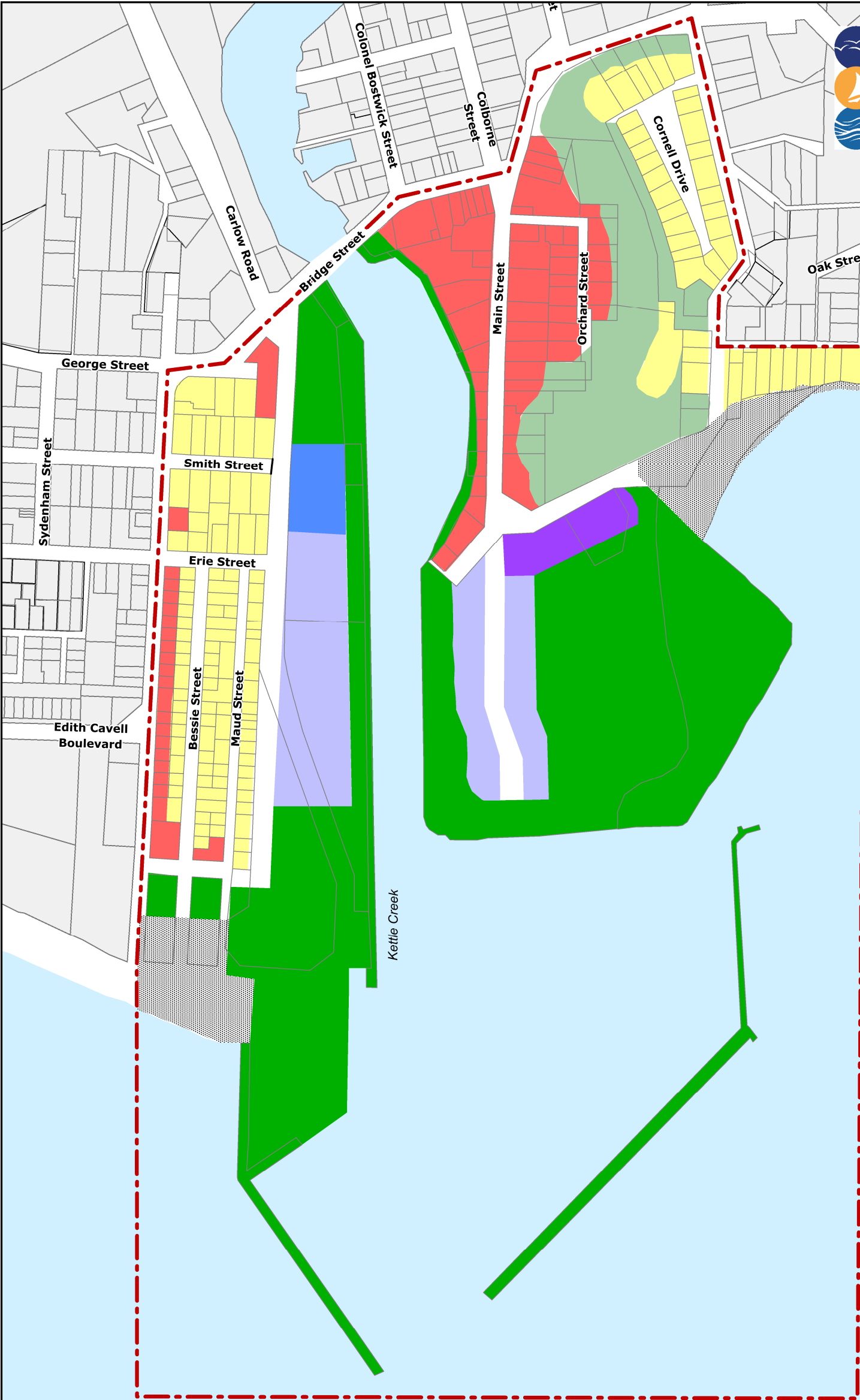
4.2.2.1 General Land Use Permissions

The following uses are permitted in all land use designations in this Harbour Plan:

- a. Uses which are accessory to a permitted use;
- b. Legally existing uses, buildings, and structures;
- c. Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan;
- d. Municipal parks, public spaces and recreational facilities;
- e. Public utilities including water and wastewater and stormwater infrastructure; and
- f. Institutional uses such as schools, places of worship, community centres, libraries and other public service buildings.

Map A

Land Use



Legend

- Harbour Low Density Residential
- Commercial
- Hotel / Conference Centre
- Mixed Use 1
- Mixed Use 2
- Harbour Community Facility
- Harbour Natural Heritage
- Dynamic Beach
- Secondary Plan Limits

Land Use Table

East Harbour

Residential - 24%

Mixed Use 1 (1.8 ha): Residential apartments (max 4 storey) with ground floor retail/service commercial

Mixed Use 2 (0.59 ha): Residential apartments at base of bluff/Main St (max 6 storey on Main St side/4 storey in centre/5 storey on east)

Community Facilities - 76% (7.4ha)

Waterfront pedestrian promenade & bike path

Park, Open space, vehicle access & public parking

West Harbour

Residential - 22% (1.9ha)

Mixed Use 1: Residential apartments (max 4 storey) with ground floor retail/service commercial

Hotel/Conference Centre - 6% (0.49ha)

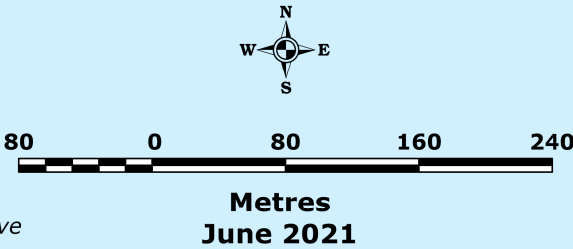
Hotel with meeting/conference facilites/max 6 sty

Community Facilites - 72% (6.2ha)

Waterfront pedestrian promenade & bike path

Park, Open space, vehicle access & public parking

Note: Land areas (in hectares) are exclusive of public road ROWs



4.2.2.2 Policies Generally Applicable to Commercial Uses

Insofar as they relate to the development of commercial uses within the Harbour Secondary Plan Area, the policies of this Plan are intended to enable the provision of an appropriate amount, distribution and mix of commercial uses.

Applications for the development of commercial uses which would result in an excess of commercial floor space shall be supported by a retail market impact study. The total gross floor area allocated to development of commercial uses on lands within the Harbour Secondary Plan Area should not exceed 50,000 sq.ft.¹ The Municipality will evaluate applications for development of commercial uses on lands within the Harbour Secondary Plan Area with reference to overall market demand as identified in available commercial market analysis reporting and expert peer review of the market impact report by the Municipality.

New commercial uses within the Harbour Secondary Plan Area should be directed to occur along Main Street on the lands designated Commercial and to the ground floor areas of the

Mixed Use 1 and Mixed Use 2 areas on the East and West Harbour lands

4.2.3 Relationship with the Municipality of Central Elgin Land Use Designations and Policies

The Harbour Secondary Plan is intended to provide additional policy direction for lands within the Port Stanley Harbour area. The land use designations and policies presented in this plan are intended to complement the land use designations in the Official Plan. The key land use designations and supporting policies in this Harbour Secondary Plan will be adopted as an amendment to the Official Plan.

4.2.4 Harbour Low Density Residential Designation

Planned Function

The planned function of the Harbour Low Density designation is low-density, ground-oriented housing. This designation recognizes the existing, established residential areas which form the eastern and western edges of the Harbour Plan area. They include the Hillside residential area overlooking the East Harbour lands and the William to Carlow residential area including the

¹ Analysis commissioned in the preparation of this Harbour Plan indicates a probable upper limit to commercial floor space demand in the amount of 50,000 sq.ft. through to the year 2046.

Maud and Bessie area adjacent to the West Harbour area.

Permitted Uses

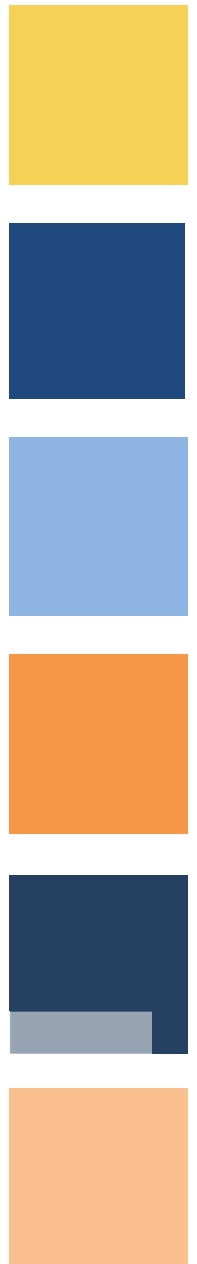
Permitted uses include residential single detached dwellings, semi-detached dwellings, an accessory apartment in a single detached or semi-detached dwelling, duplex dwellings and cottage conversions to single detached dwellings. Boarding/lodging houses and bed and breakfast establishments shall be permitted subject to the policies of Section 4.2.4 of the Central Elgin Official Plan.

Density and Scale

The permitted density for Low Density Residential is up to a maximum density of 22 units per net hectare (9 units per net acre).



Example of Low Density Residential



4.2.5 Mixed Use 1 Designation

Planned Function

The planned function of the Mixed Use 1 designation is residential accommodation in an apartment built form.

For the Main Street extension on the East Harbour, service commercial, office, or institutional uses that enliven the street may be located on the ground floor of buildings close to the Main Street property line and/or adjacent to the waterfront trail on the east side of Kettle Creek to help frame and animate the public space.

For the West Harbour, commercial uses may be located on the ground floor of buildings close to the front property line on Carlow Road and/or adjacent to the waterfront trail on the west side of Kettle Creek.

Permitted Uses

Permitted residential use is apartments with accessory commercial uses on the ground floor of buildings.

Commercial uses include personal services, retail stores, offices, restaurants and other eating establishments, and may include recreational, community, and cultural facilities as secondary uses. Large format retail uses are not permitted.

Density and Scale

Residential development within the Mixed Use 1 designation is permitted up to a maximum of 90 units per net hectare (40 units per net acre) in a four storey built form.



Example of Mixed Use 1

4.2.6 Mixed Use 2 Designation

Planned Function

The planned function of the Mixed Use 2 designation is residential accommodation in an apartment built form.

This apartment built form is strategically placed at the foot of the bluff on the East Harbour to respect the existing views from the Hillside residential area while also addressing slope stability setback requirements associated with

the bluff Natural Hazard area (see Section 3.2.4 of the Central Elgin Official Plan). Slope stability setback requirements shall be addressed through the development approvals process for the subject site.

Permitted Uses

Permitted uses are residential apartments along with accessory commercial uses on the ground floor of the buildings close to the front property line in proximity to Main Street.

Commercial uses include personal services, retail stores, offices, restaurants and other eating establishments, and may include recreational, community, and cultural facilities as secondary uses. Large format retail uses are not permitted.

Density and Scale

Residential development within the Mixed Use 2 designation is permitted up to a maximum of 110 units per net hectare (45 units per net acre) in a four storey to six storey built form in accordance with the Maximum Height policies in this Plan.

Residential development within the Mixed Use 2 designation shall not obstruct the vistas of the lake from the Hillside residential area.



Example of Mixed Use 2

4.2.7 Commercial Designation

The Commercial designation is intended to encourage core commercial uses that meet both local needs and the tourist function. This includes Main Street, Bridge Street, William Street, and the East and West Harbour areas. The planned function and permitted uses within the Commercial designation are described in Section 4.3 of the Central Elgin Official Plan.



Example of Commercial Uses

4.2.8 Hotel/Conference Centre Designation

Planned Function

The planned function of the Hotel/Conference Centre designation is a landmark hotel/conference centre use in an iconic building at the gateway of the West Harbour. The Hotel/Conference Centre will support the tourism function of Port Stanley and help attract/support commercial uses, and provide a gathering place for residents and visitors. Recognizing the seasonality of the Port Stanley tourism market and the need for a wider range of housing choice, a small amount of residential apartment units will be permitted within the hotel/conference building and made available

on an as needed basis for use as hotel rooms to accommodate visitors/tourists during the summer high season and support conferences and business meetings in the winter/off season.



Example of Hotel/Conference Centre Use

Permitted Uses

The permitted uses within the Hotel/Conference Centre designation are hotel / conference centre uses, supporting commercial uses and a small component of residential units within the hotel/conference centre building for use in the hotel room accommodation pool.

Permitted commercial uses include a full range of personal and business services, offices, restaurants and other eating establishments, and may include recreational, community and cultural facilities.

4.2.9 Harbour Community Facilities Designation

Planned Function

The planned function of the Harbour Community Facilities designation is park and open space to promote a healthy community, maintain public access to the Port Stanley waterfront and ensure the majority of the East and West Harbour lands remain in the public domain. This designation preserves land along the waterfront for access for the commercial fishing boats and community uses in addition to the public parks, open spaces, public recreation facilities and walking trails and bicycle paths in the Harbour area.

Permitted Uses

The Harbour Community Facilities designation includes indoor and outdoor active and passive recreation, leisure, active transportation and conservation uses.

The Harbour Community Facilities designation permits local and regional scale parks and accessory buildings, community centre, recreational areas, public works facilities, amphitheatre, open air market, splash pad, washrooms and change room facilities, marina, public fishing areas, commercial fishery activities, pedestrian trails, bicycle paths, public parking areas, and other public uses on the municipally owned Harbour lands.

Outdoor storage of goods and materials shall not be permitted within the Harbour Community Facilities designation. Notwithstanding the foregoing provision, with respect to uses pertaining to the operations of the commercial fishery where goods and materials must be stored outside, such uses shall utilize appropriate health and safety measures and storage enclosures or screening in keeping with the intent of the Harbour Secondary Plan.



Example of Harbour Community Facilities

4.2.10 Harbour Natural Heritage Designation

Planned Function

The planned function of the Harbour Natural Heritage designation is the protection of the woodlot on the slopes adjacent to the Hillside Residential neighbourhood from development and the management of slope stability related risks associated with the bluff.

The Harbour Natural Heritage designation shall not imply that such lands that are in private ownership are free and open to the general public or will be purchased by the Municipality.



Harbour Natural Heritage

Permitted Uses

Permitted uses within the Harbour Natural Heritage designation are passive open space, forest and resource management uses, and conservation uses, erosion and flood control, and necessary public utilities and services.

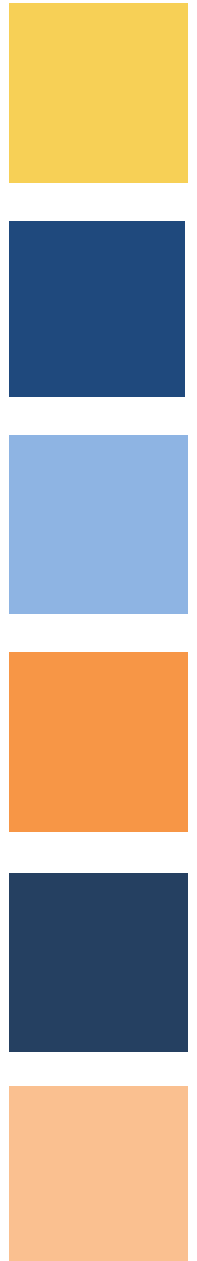
4.2.11 Dynamic Beach Designation

Planned Function

The planned function of the Dynamic Beach designation is active beach zone with an allowance for dune formation.

Where land is shown as Dynamic Beach on Map A – Land Use to this Plan, it recognizes that the lands have inherent environmental hazards due to a combined influence of flooding and a dynamic beach allowance, which pose an unacceptable risk to development due to their instability or by virtue of their size offer a natural protection to landward areas. The Dynamic Beach designation is based on the “Climate Change Dynamic Beach Limit” shown on the Climate Change Hazard Mapping contained in the Port Stanley Coastal Risk Assessment.

The Climate Change Dynamic Beach Limit is defined as the contour for the 100 year Climate Change Lake Level plus 60 metres horizontally for the extent of the beach.



Where the Dynamic Beach is applied to privately owned lands it shall not imply that such lands are free and open to the general public or that there is any obligation for the Municipality or any other public agency to purchase the lands.

The development and stabilization of dunes is a component of proper beach management.

Dune development projects cooperatively undertaken by the Municipality of Central Elgin, the Kettle Creek Conservation Authority and community groups in public areas shall be encouraged. Private residents should be encouraged to develop dunes in private beach areas in accordance with the requirements of the Kettle Creek Conservation Authority.

Map A – Land Use and associated policies in this Plan shall be read in conjunction with the overlay Maps E1 and E2 – Natural Hazards and the associated policies in this Plan and the Official Plan.

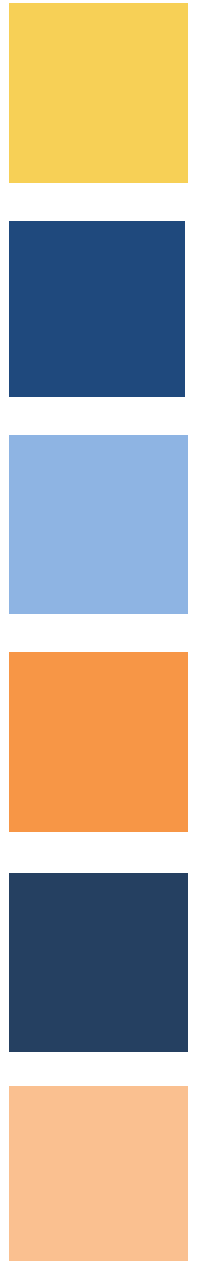


Dynamic Beach

4.2.12 Natural Hazards Overlay Designation

Planned Function

The planned function of the Natural Hazards overlay designation is to identify those lands which are subject to a hazardous condition due to their susceptibility to flooding, erosion and/or rising lake levels. The uses permitted in the Natural Hazard overlay designation shall be the same as those permitted in the underlying land use designation, subject to the requirements and restrictions set out in the Natural Hazard Overlay designation and the approvals of the Kettle Creek Conservation Authority and the Municipality of Central Elgin.



Maps E1 and E2 - Natural Hazards identify the 100 Year Climate Change Lake Level, Climate Change Flood Hazard Limit, Climate Change Dynamic Beach Limit and the Erosion Hazard Limit along the Lake Erie shoreline shown on the Climate Change Hazard Mapping contained in the Port Stanley Coastal Risk Assessment. The 100 Year Climate Change Lake Level represents the static lake level plus storm surge and the effects of climate change. The Climate Change Dynamic Beach Hazard Limit is defined as the contour for the 100 Year Climate Change Lake Level plus 60 metres measured horizontally. The Erosion Hazard Limit is measured 30 m inland from the 100 Year Climate Change Lake Level. The Climate Change Flood Hazard Limit is defined as the 100 Year Lake Level plus an allowance for wave run-up and uprush and the effects of climate change.

The Climate Change Hazard Mapping in the Port Stanley Coastal Assessment shows the hazard condition prior to and following the installation of a proposed Flood Mitigation Dune on the Main Beach starting at the foot of William Street and extending west along Main Beach. (As shown on Figure 4.1 – Pre Flood Mitigation Condition, Figure 4.2 – Flood Mitigation Dune at Foot of William St

and Figure 4.3 – Post Flood Mitigation Condition based on Continuous Dune Restoration)

As shown on Map E1 - Natural Hazards (based on Flood Mitigation Dune at Foot of William St), with the Flood Mitigation Dune in-place at the foot of William Street, the West Harbour lands excluding the McAsphalt Industries site would be outside of the 100 Year Climate Change Lake Level Limit and the Climate Change Dynamic Beach Limit but would still be within the Climate Change Flood Hazard Limit. The creation of the dune at the foot of William Street will mitigate 100 year static lake level flooding and create the opportunity to permit development of the West Harbour lands subject to flood proofing standards to the new climate change flood uprush elevation. The Kettle Creek Conservation Authority has stipulated that floodproofing shall be required to the elevation of 176.94 m.

As shown on Map E2 - Natural Hazards (based Dune Restoration and Dune Enhancement Program), if the Flood Mitigation Dune is installed along the reaches of Main Beach west from the dune at foot of William Street, the West Harbour lands and the adjacent residential areas (William to Carlow & Edith Cavell) would be removed from the Flood Hazard Limit and there would no longer be a need for flood proofing of the new development or redevelopment.

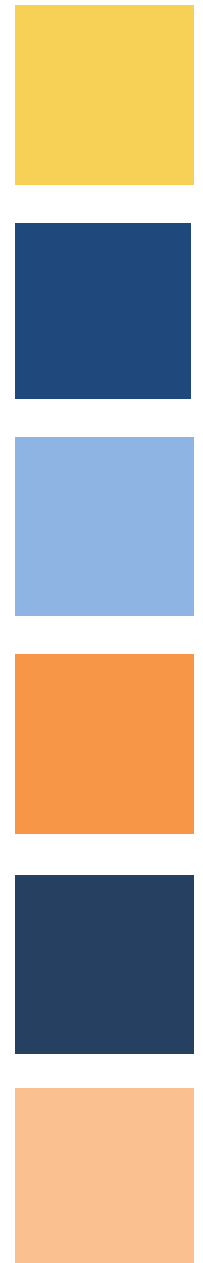


Figure 4.1: Pre Flood Mitigation Condition

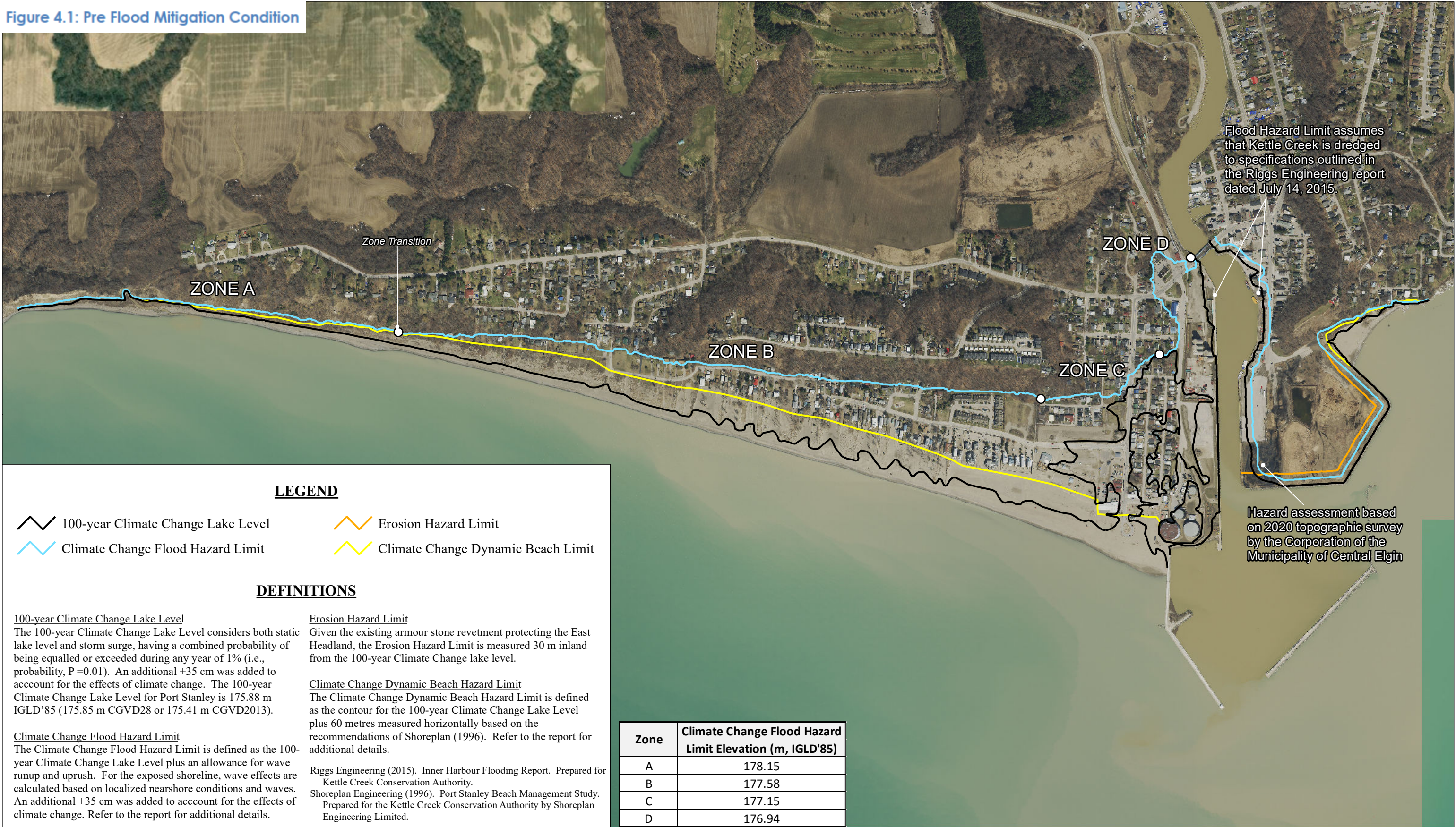


Figure 4.2: Flood Mitigation Dune at the Foot of William Street

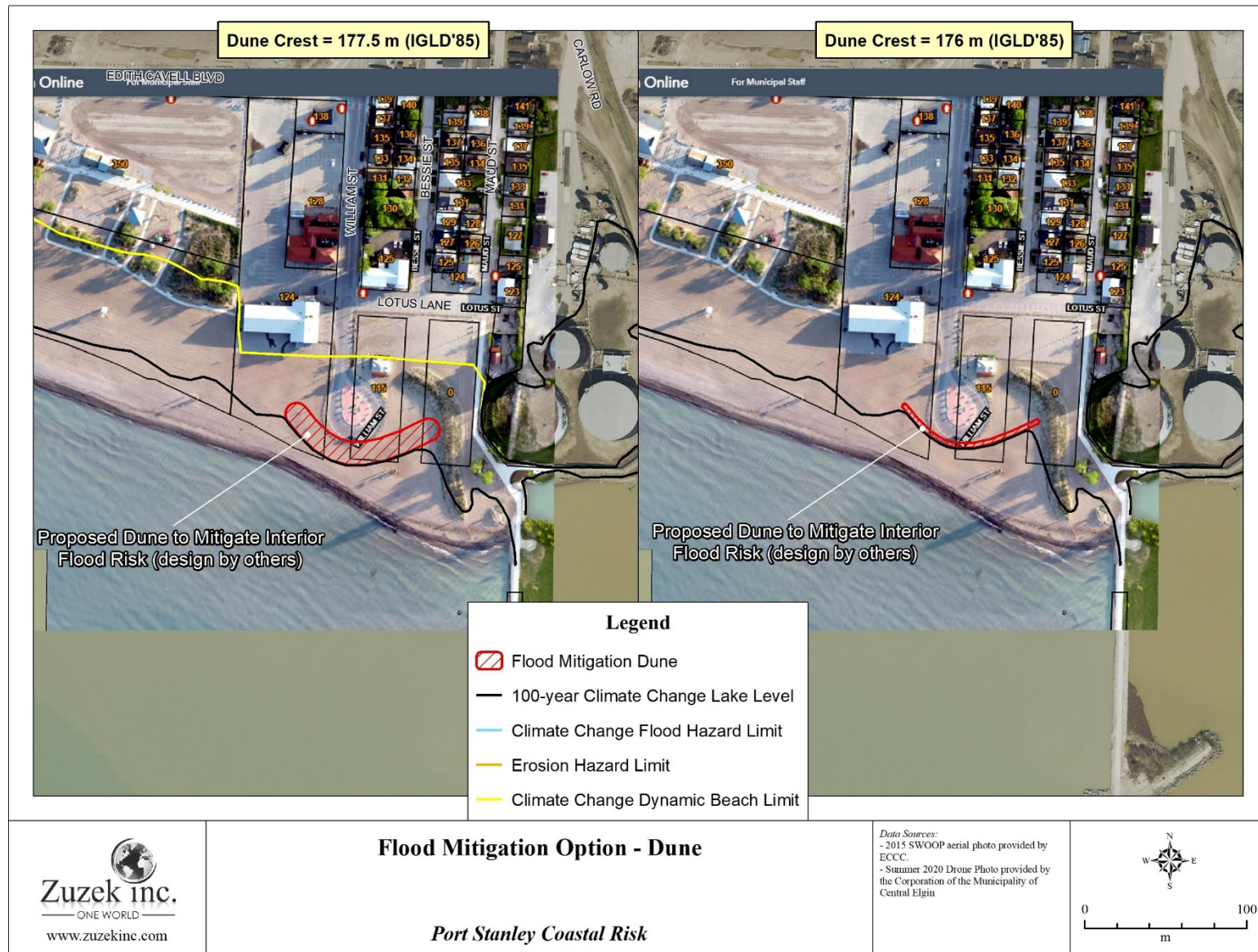


Figure 4.3 Conceptual Dune Restoration to Reduce Interior Flood Risk



Figure 4.3: Post Flood Mitigation Condition based on Continuous Dune Restoration

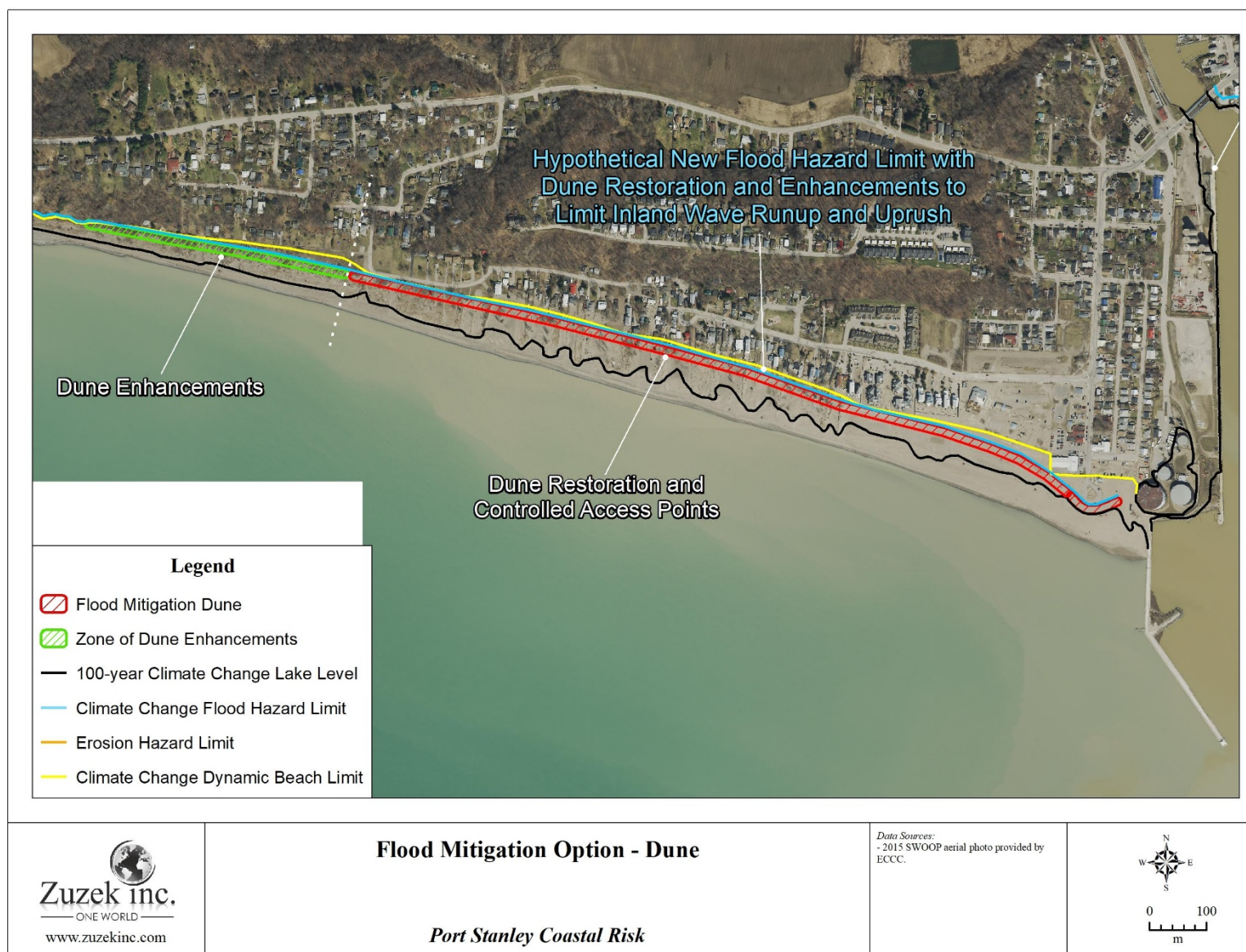
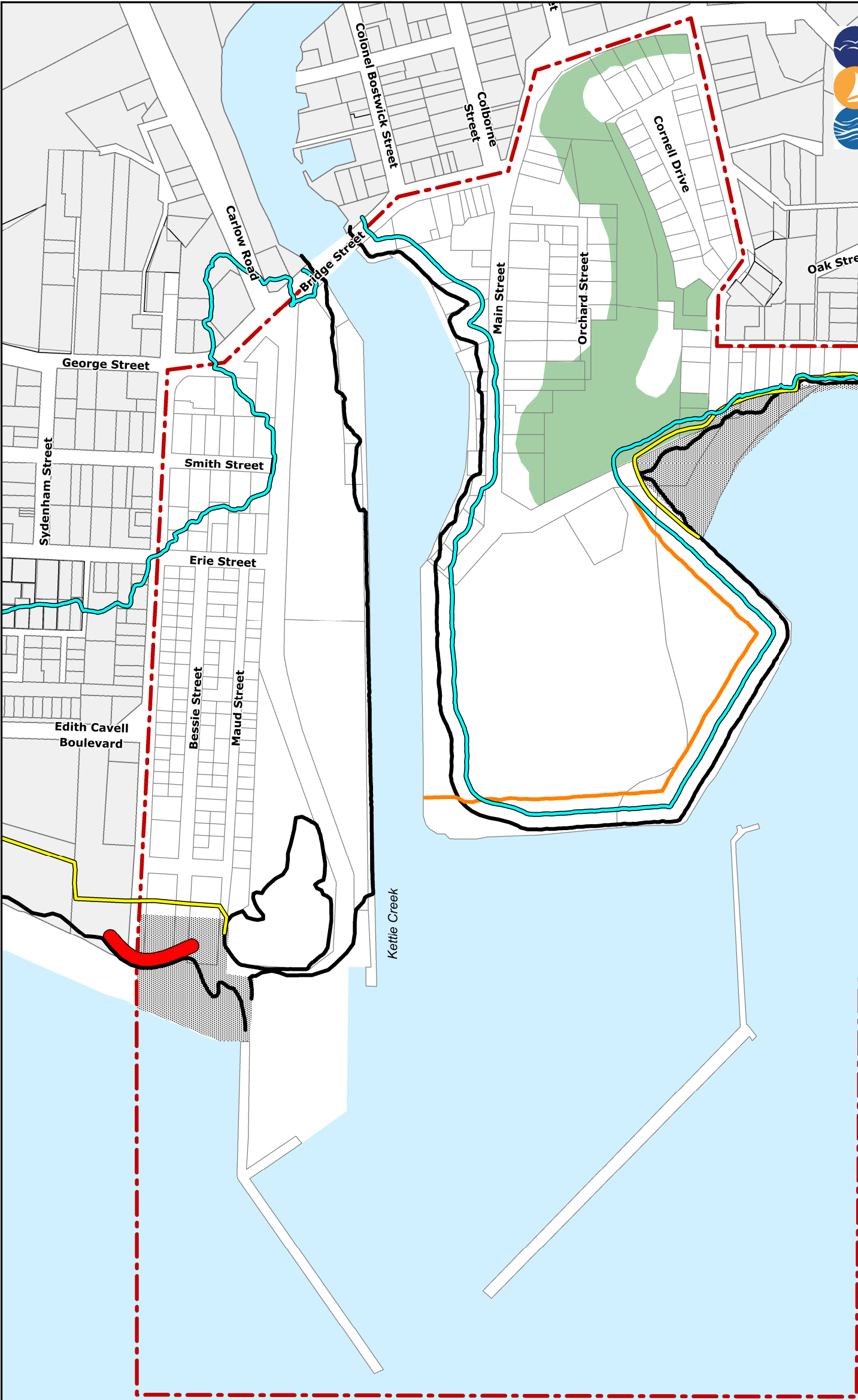


Figure 4.4 Hypothetical Updated Flood Hazard Line with Continuous Dune Restoration

Map E1

Natural Hazards

(Based on flood mitigation dune at foot of William st)

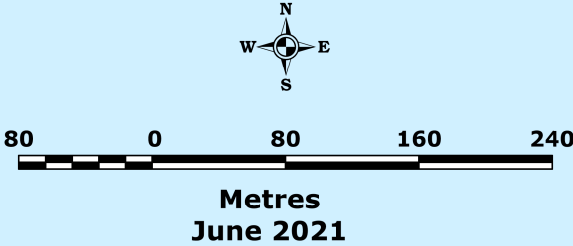


Legend

- 100 Year Climate Change Lake Level
- Climate Change Flood Hazard Limit
- Erosion Hazard Limit
- Climate Change Dynamic Beach Limit
- Flood Mitigation Dune

- Dynamic Beach
- Secondary Plan Limits

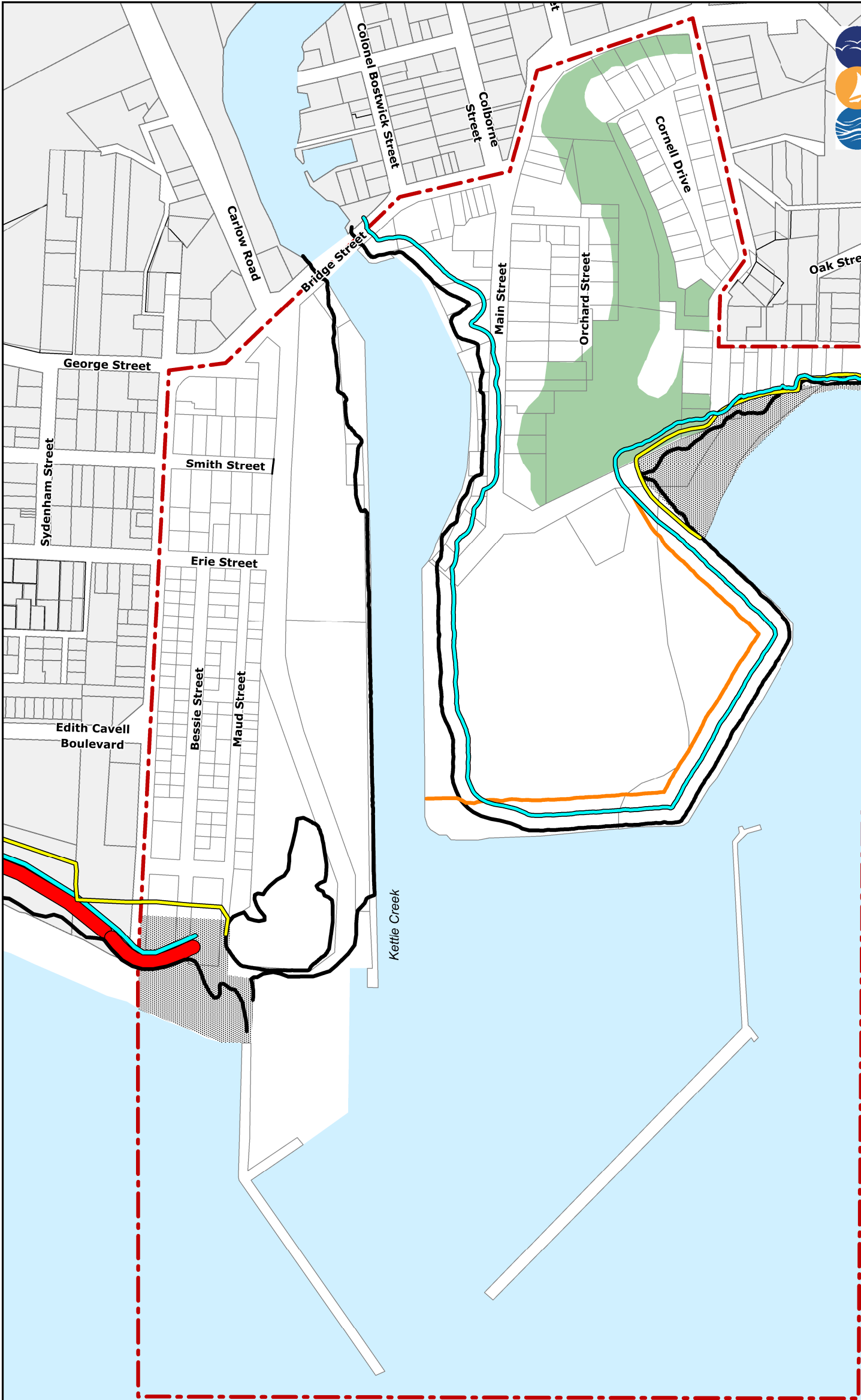
Information Source:
Port Stanley Coastal Risk Assessment
dated June 3, 2021 (Zuzek Inc.)



Map E2

Natural Hazards

(Based on dune restoration and dune enhancement program)



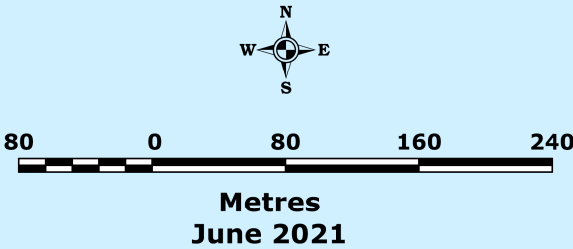
Legend

- 100 Year Climate Change Lake Level
- Climate Change Flood Hazard Limit
- Erosion Hazard Limit
- Climate Change Dynamic Beach Limit
- Dune Restoration and Enhancement

Dynamic Beach

Secondary Plan Limits

Information Source:
Port Stanley Coastal Risk Assessment
dated June 3, 2021 (Zuzek Inc.)



Permitted Uses

Planned land uses shown on Map A – Land Use that are within the 100 Year Climate Change Lake Level Limit and Climate Change Flood Hazard Limit shown on Map E1 - Natural Hazards Overlay shall be subject to the flood-proofing measures and conditions for development approval from the municipality and the Kettle Creek Conservation Authority.

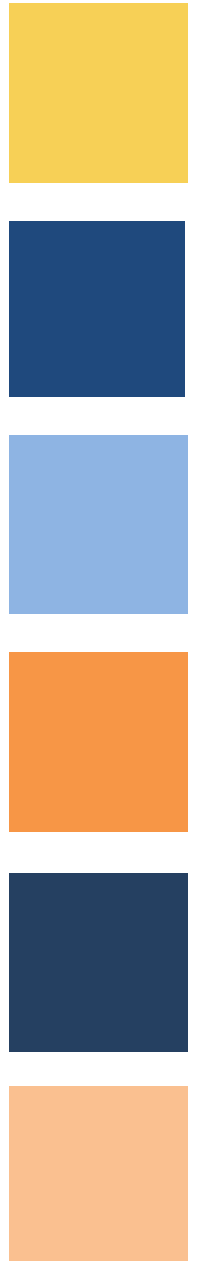
Lands within the Climate Change Dynamic Beach Limit and the Erosion Hazard Limit overlay designations shown on Maps E1 and E2 shall be subject to the following policies:

- Land uses shall be limited to active and passive outdoor recreational activities, flood or erosion control, conservation uses, beach management practices and public safety uses approved by the Municipality and the Kettle Creek Conservation Authority.
- No buildings, structures or additions shall be permitted within those areas except for buildings or structures required for flood control, erosion control or other conservation purposes as approved by the Municipality and the Kettle Creek Conservation Authority.

4.3 Maximum Building Height

In order to provide some certainty in the anticipated built form, Map B – Maximum Building Height presents the maximum heights for new development in the in the Mixed Use 1, Mixed Use 2 and Hotel/Conference Centre designations in the East Harbour and the West Harbour areas. The maximum heights on the East and West Harbour lands shall primarily be 4 storey buildings. However the Harbour Secondary Plan does make provision for a 5 to 6 storey built form in two strategic locations on the East and West Harbours. On the East Harbour an apartment block with a height transition between 4 to 6 storeys is permitted at the foot of the bluff below the Hillside residential area. A 6 storey maximum height is permitted on the Main St gateway side, a 5 storey maximum height is permitted on the Little Beach side and 4 storey maximum height is permitted in the middle of the block. This transition in building height will ensure the views and vistas of Lake Erie from the Hillside area are maintained.

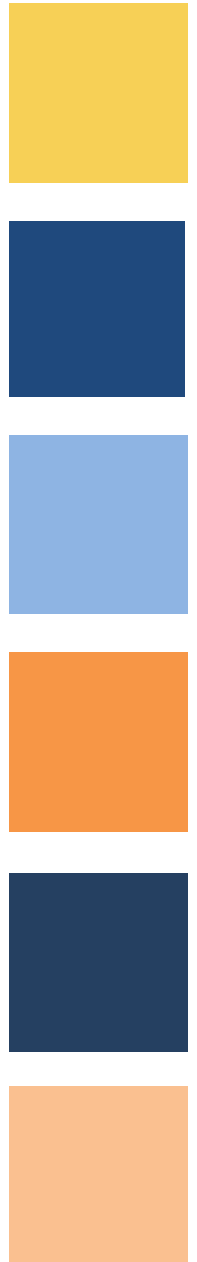
On the West Harbour a landmark hotel/conference centre with a 6 storey maximum height is permitted at the strategic gateway into the West Harbour and the Main Beach tourist area. This hotel/conference centre will have



panoramic views of the historic village, Kettle Creek, the East and West Harbours, Main Beach and Lake Erie. The careful siting and design of the building will ensure the views and vistas of kettle Creek and Lake Eire are maintained.

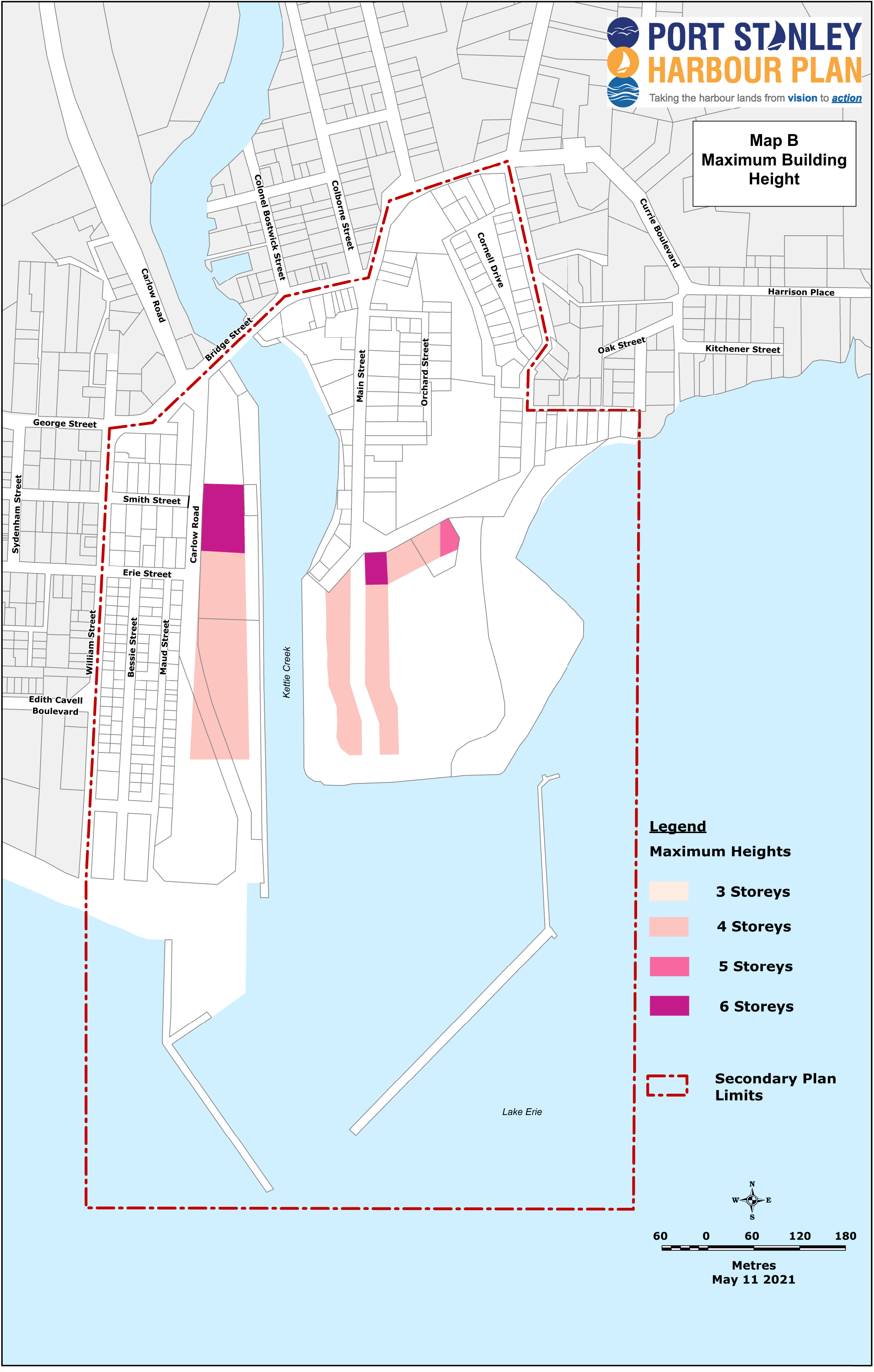
Through the site planning review and approvals process for the individual development parcels,

the maximum building height (in metres) along with maximum ground floor area, maximum number of dwelling units, minimum setbacks, encroachments, lateral step backs and on-site parking requirements will be locked down in the site plans and implementing zoning by-laws.



Map B

Maximum Building Height



4.4 Transportation Policies

4.4.1 Transportation Network

The existing and planned transportation network is depicted on Map C – Transportation Improvements. The planned network is designed to accommodate a variety of modes including cycling, pedestrians, and automobiles. The village downtown and Main Beach are popular destinations for tourists and locals alike. There are existing challenges associated with the volume of traffic at peak holiday periods which is impacted by the lift bridge on Bridge Street crossing Kettle Creek – one of the two east-west connections. There is an opportunity to improve traffic flow by optimizing intersection design and strategically locating parking.

In addition to automobile traffic, as the Harbour area is redeveloped, improvements to public amenities in the form of pedestrian trails, bicycle paths and sidewalks are required to encourage a full range of active transportation modes.

The transportation network and improvements identified in this Plan build on the County of Elgin's and the Municipality's planned transportation improvements as supported by various traffic impact studies prepared by Central Elgin. (Refer to the Traffic Impact Studies

prepared in 2018 (Dillon) contained in Appendix G to this Secondary Plan Report)

4.4.2 Improvements and Enhancements to Transportation Network

The Harbour Secondary Plan identifies the following potential improvements to the transportation network:

- Road improvements;
- Trail improvements; and
- Intersection improvements.

The Harbour Secondary Plan also identifies improvements to the area parking supply and general directions for future parking areas.

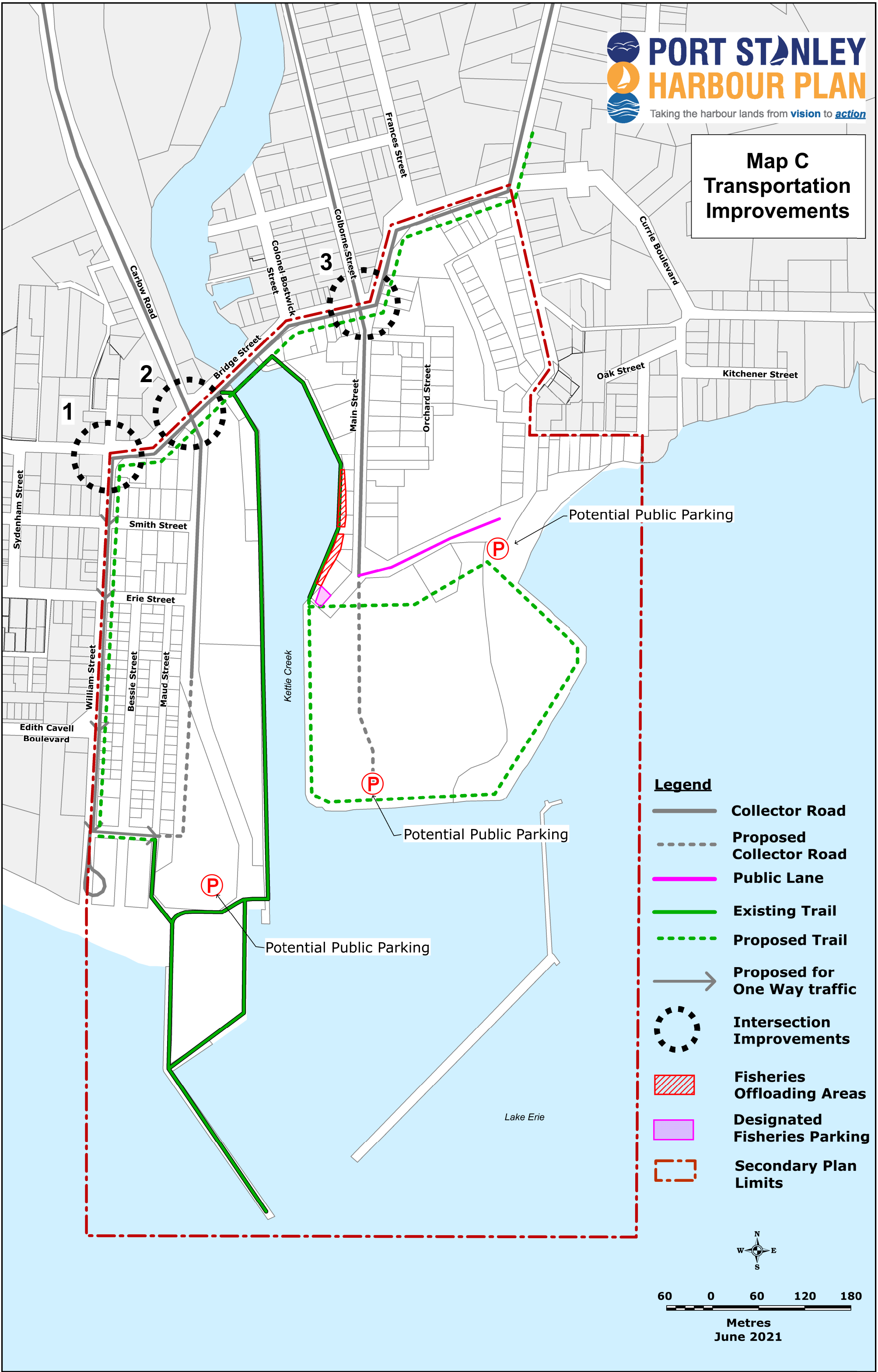
4.4.3 Planned Road Network and Improvements

The existing and planned roadwork is expected to accommodate the full build out of the Harbour land use plan shown on Map A.

The planned improvements to the road network are:

- Main Street Extension: Extend Main Street south into the East Harbour lands to provide access to the waterfront
- Little Beach Access: Provide a road connection from Main St to Little Beach and parking area

Map C
Transportation
Improvements



- Carlow Road Realignment: Carlow Road will be realigned on the south end of the West Harbour to connect with Lotus Lane;
- Lotus Lane Extension: Lotus Lane will be extended east to connect to the Carlow Road realignment; and
- William Street Right-of-way Modifications: Modify William Street to a one-way cross section southbound to allow for separated sidewalks on both sides of the road to be accommodated within the existing narrow right-of-way.

4.4.4 Local Road Connections

In some locations on the East and West Harbour lands, new local connections will be required to facilitate redevelopment. Detailed alignments and locations of local connections shall be determined through detailed engineering design as part of the Harbour Design Master Plan and site development approvals processes.

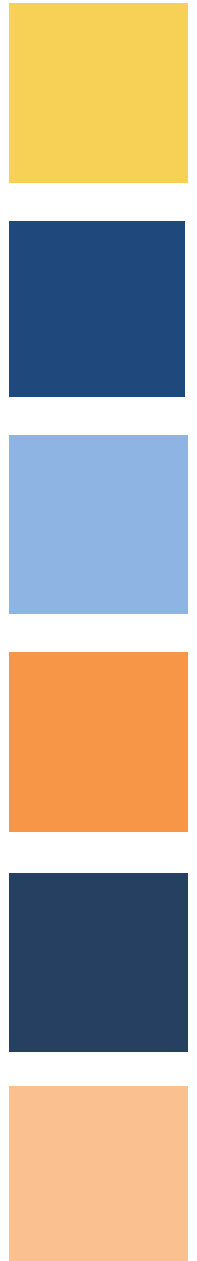
4.4.5 Trail Network

The existing and planned Trail Network is shown on Map C – Transportation Improvements. The network is planned to accommodate pedestrians and cyclists, and to enhance public access and public spaces on the waterfront.

4.4.6 Trail Network Improvements

Trail infrastructure should provide continuous facilities and connectivity to parks, recreational facilities, on-street cycling routes and the waterfront including connections between the Village Downtown, Main Beach, Hofhuis Park, the East and West Harbour lands and Little Beach. Proposed trail network improvements for the Harbour Secondary Plan area include:

- Completion of a paved, connected trail system that follows the waterfront. This trail will extend from Little Beach along the East Harbour lands, across Bridge Street, along the West Harbour lands including the pier and Hofhuis Park, and along William Street and Lotus Lane. This will connect the Main Street commercial area with Main Beach, the William Street commercial area and parking facilities. It will also provide signage to redirect the public when commercial fishery off-loading areas on the East Harbour are in active use (see Section 5.3.2 of this Plan); and
- Connection to a broader County of Elgin cycling network (along Joseph and Bridge Street).



4.4.7 Planned Intersection Improvements

Various improvements are planned for area intersections including:

- Upgrades to the Bridge Street and William Street intersection: The Northbound approach will be removed as William Street (south of Bridge) will be converted to one-way Southbound
- Upgrades to the Bridge Street and Carlow Road intersection: Conversion to a signalized intersection with changes to lane configuration; and,
- The addition of a northbound left turn lane: Left turn lane with separate signal phase, at the Bridge Street, Colborne Street, Main Street and Joseph Street intersection.

4.4.8 Parking

Parking and related congestion is a key issue for this area. Parking will be accommodated in two key ways. First, it will be permitted through the Harbour Community Facilities designation with options for providing parking in areas along the East Harbour, West Harbour, and near Little Beach. Within the Harbour Community Facilities designation, sufficient public parking will be provided to supplement existing public parking

and to manage congestion during the peak summer season.

Second, parking will be accommodated through the development approvals process for private development on individual sites.

The zoning by-law shall specify parking requirements associated with private developments. In addition, the Municipality may consider alternative parking requirements for the redevelopment that occurs on the East and West Harbour lands including shared parking standards. The requirements for parking on the East and West Harbour lands including amount, locations and site access will be assessed in detail during the preparation of the Harbour Area Design Master Plan.

4.5 Infrastructure Policies

4.5.1 Water and Sanitary Servicing

As part of the implementation of the Harbour Secondary Plan, the Municipality will ensure that there is adequate water and sanitary servicing and capacity to accommodate the long term planned redevelopment of the East and West Harbour lands.

4.5.2 Municipal Servicing Study

As part of the implementation of the Harbour Secondary Plan, the Municipality will ensure local infrastructure is adequate to accommodate the planned growth for the area.

The East and West Harbour lands can be serviced with municipal water supply and sanitary sewerage services. The East Harbour lands will be serviced with sanitary sewerage and water supply through connections to the existing sanitary collection system and water distribution system at the existing dead end of Main Street.

The West Harbour lands will be serviced with sanitary sewerage and water supply through connections to the existing sanitary collection system and water distribution system at the intersection of Carlow Road and Erie Street. (Refer to the Sanitary and Water Servicing Review dated May 2018 contained in the Appendix to this Secondary Plan Report)

Regarding stormwater management for the West Harbour lands, an additional outfall is required. The location and size of the outfall as well as overland flow routes will be assessed during the preparation of the Harbour Design Master Plan. (Refer to the Stormwater Management Review dated May 2018

contained in the Appendix to this Secondary Plan Report)

For the East Harbour lands a new storm outfall will be required. The location and size of the outfall as well as overland flow routes will be assessed during the preparation of the Harbour Design Master Plan.

4.5.3 Development Applications and Servicing Requirements

The Municipality may also require that development applications be supported by site-specific servicing and stormwater management plans.

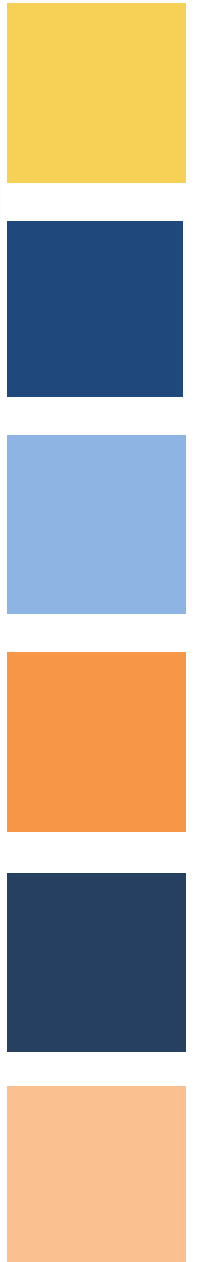
4.5.4 Sustainable Stormwater Management

The Municipality encourages innovative measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels, and green roofs.

4.5.5 Coordination of Public Works

The Municipality will ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the Harbour Area. Coordination efforts will consider phasing of streetscape improvements, any future road works and maintenance, and any upgrades to the water and sanitary networks.

CHAPTER 5: URBAN DESIGN



5 URBAN DESIGN

5.1 Intent of the Urban Design Guidelines

The following section provides the public realm improvement strategy and urban design guidelines for the Harbour Secondary Plan Area. High quality urban design is essential in realizing the full potential of the Harbour Area.

The guidelines in this section are intended to complement and build upon the community design policies in Section 2.10.3 of the Central Elgin Official Plan that are to be applied during the preparation of the Harbour Area Design Master Plan by the Municipality as well as the planning and design of municipal roads and public realm improvements by Central Elgin and private realm improvements for site-specific development proposals on the East and West Harbour lands.

These guidelines provide guidance for enhancing the character of both the private and public realms of the Harbour lands. The guidelines are intended to provide some flexibility, allowing for a range of design styles and expressions which will contribute to the Harbour Area's unique sense of place.

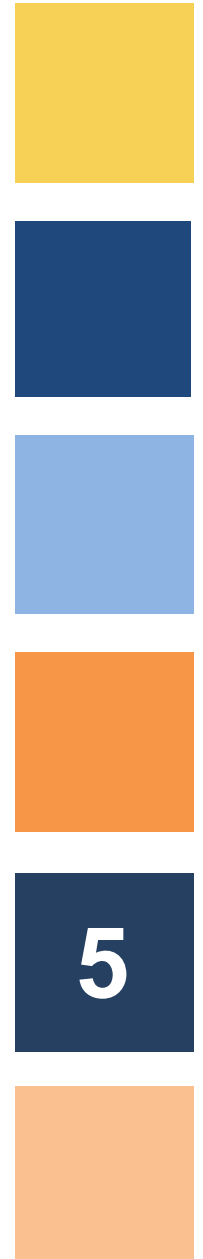
The Harbour Area is a distinct part of the community and the history and character of Port Stanley. This heightened sense of place is a result of the village downtown and surrounding residential areas, which have a direct physical and aesthetic relationship with the port and water's edge. This history and evolution of the physical environment is evident in both the public and private realms. As the Harbour Secondary Plan explored the potential of renewal in the Harbour Area, it is recognized that good urban design will benefit the physical environment while reinforcing the distinct character of Port Stanley.

The following sections provide a description of the public realm improvements being recommended as part of this plan, outline the urban design guidelines for the private realm and describe the design integration policies of the Plan.

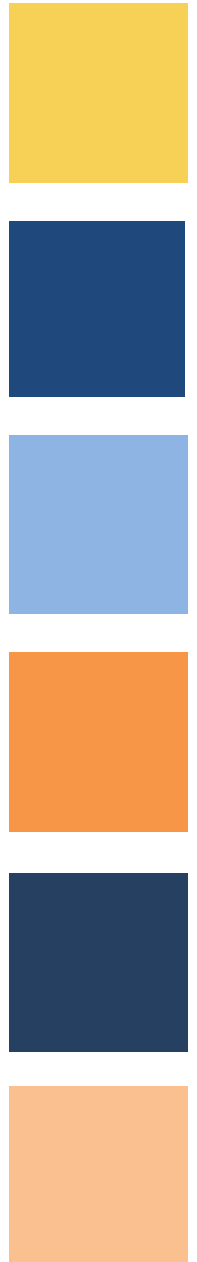
5.2 Public Realm Improvements

The public realm improvement strategy is intended to enhance the attractiveness and functionality of the Harbour Secondary Plan Area. The planned Public Realm Improvements are shown on Map D – Public Realm Improvements and includes the following:

- a. Gateways;



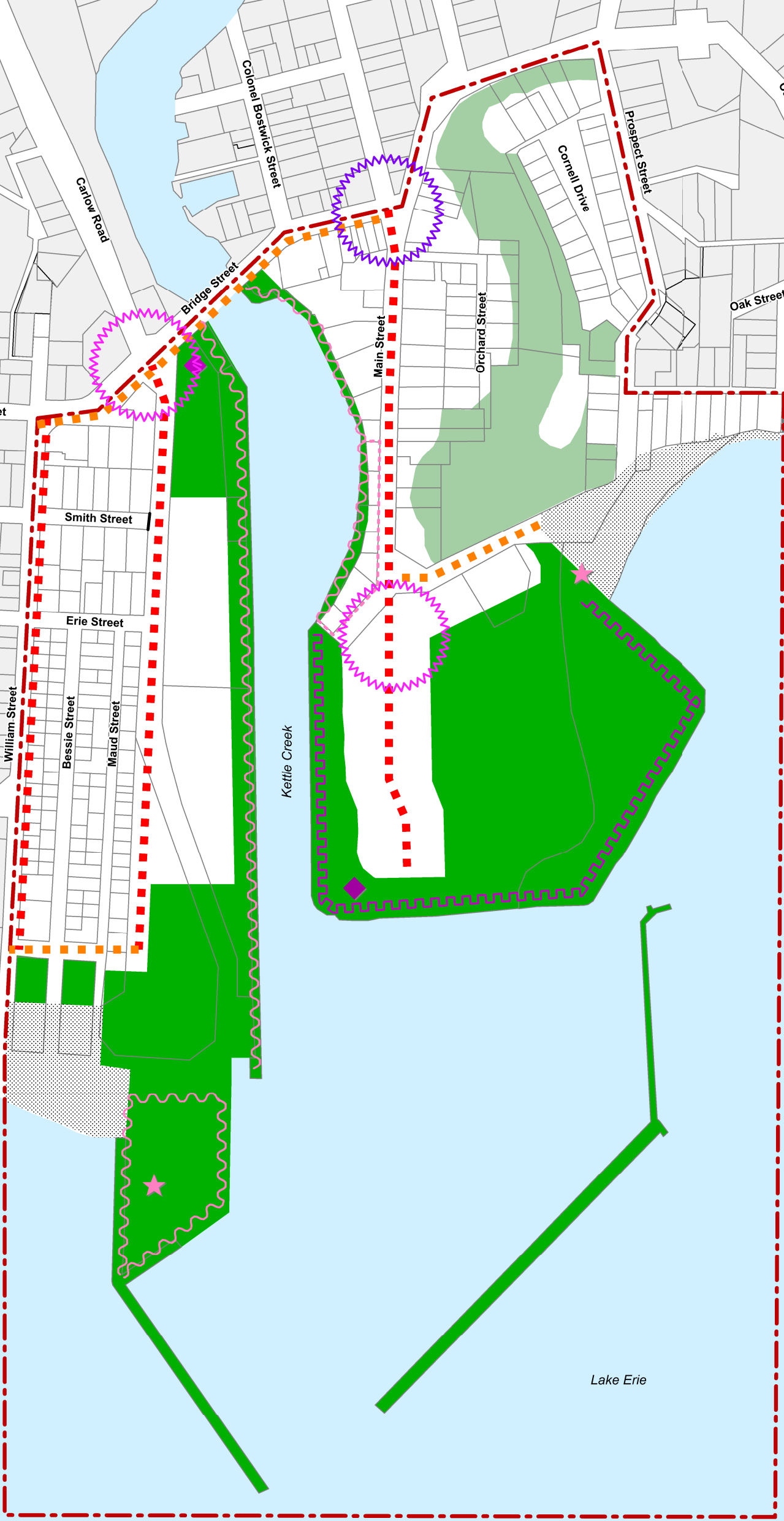
- b. Streetscape Improvements;
- c. Improved and New Public Space;
- d. Active Transportation Connections; and
- e. Implementation of Public Realm Improvements.





Map D


Public Realm


Improvements





- Legend
- 


Public Space Improvement
- 


New Public Space
- 


Major Streetscape Improvement
- 


Minor Streetscape Improvement
- 


Pedestrian Rerouting to Main St during active fishery operations
- 

Major Gateway
- 

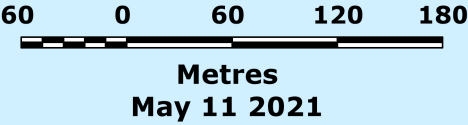
Minor Gateway
- 

Harbour Community Facility
- 

Harbour Natural Heritage
- 

Dynamic Beach
- 

Secondary Plan Limits



5.2.1 Gateways

Gateways are intended to function as formal entry points into a community. They range in their approach and are often regarded as a key part of a place's identity. The Harbour Secondary Plan has identified two levels of gateway improvements:

- a. Major Gateway Improvement Areas; and
- b. Minor Gateway Improvement Areas.

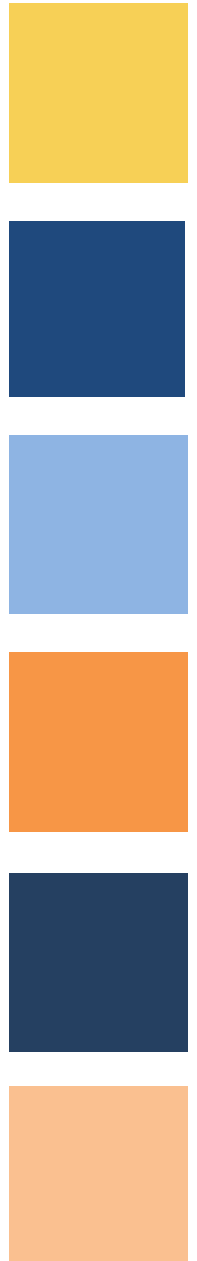
Gateways include lands within the public road right-of-way and the abutting lands.

5.2.2 Major Gateway Improvement Areas

Major Gateway Improvements should include predominant signage, enhanced lighting, extensive landscaping, public art, and other types of public realm enhancements. Adjacent development and redevelopment should be designed to support the function of the gateway. New development should be oriented close to the street edge, and designed with active frontages such as retail and other entrances for enhanced sense of place. One major gateway improvement area has been identified:

Bridge Street and Main Street: A natural junction point in the village, this intersection provides a

key vantage point to orient people when arriving. Today this intersection already conveys a sense of entry, with signage, a stone landmark, improved lighting, and unique road confluence. Additional measures can be taken to provide wayfinding, public art (as per Policy 2.10.3 g) of the Central Elgin Official Plan), and improve the overall streetscape condition.





Example of Waterfront Public Art, Thunder Bay, ON

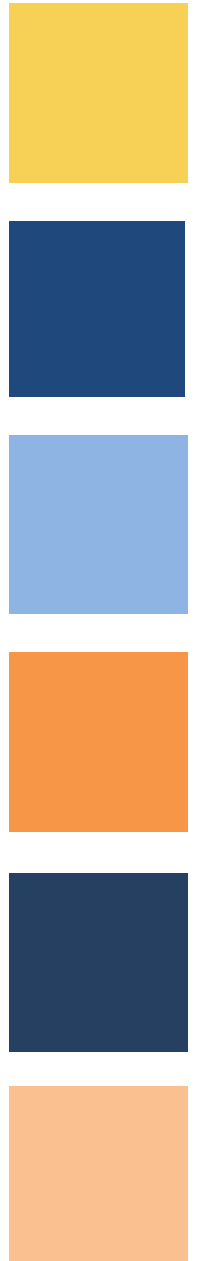
5.2.3 Minor Gateway Improvement Areas

Minor Gateway Improvements should include a smaller scale of public enhancements, such as landscaping, public art, lighting and appropriately-scaled wayfinding cues. Two main

opportunities exist to introduce minor gateways in the study area:

Bridge Street and Carlow Road: This location provides a key linkage to the retail and service commercial and recreational uses along the waterfront of the West Harbour and the Main Beach area as well as the Port Stanley Terminal Rail station to the north, the southern embarkation point for tourists to catch the scenic train ride to St Thomas. Currently the intersection is flanked by parkland and monuments, with the new Port Stanley visitor's centre on the southwest corner. Intersection improvements will be required to support future development on the West Harbour lands, and should prioritize pedestrian movement. Intersection improvements should improve sightlines. A redesign of this gateway can help orient people as well as provide a more organized and artistic civic zone.

Main Street and the new East Harbour road extension: This location will further guide people from the Downtown to the waterfront amenities. This intersection will provide clear linkages to the East Harbour parklands, the waterfront promenade, Little Beach, and other civic uses. Its design should provide a heightened sense of place, particularly of a nautical theme.





Example of Park Gateway Feature, North Bay, ON

5.2.3.1 Adjacent Development

Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed development should be designed in a manner which enhances the function of the gateway through:

- a. Complementary building orientation and massing;
- b. Enhanced architectural detailing;
- c. Linking private and public pedestrian walkways;
- d. Enhanced private realm landscaping; and

- e. Other elements as appropriate.

5.3 Potential New Public Spaces and Public Space Improvements

5.3.1 Streetscape Improvements

Streetscapes play an important role in our public realm. They are places of informal gathering and bridge the gap between retail and service commercial space and social life in the village. In the harbour context, streets provide access and views of the waterfront, acting as a “window” to Lake Erie and the Kettle Creek harbour, while connecting the community and visitors to the important waterfront facilities.

Two levels of streetscape improvements have been identified, and depicted on Map D – Public Realm Improvements:

- a. Major Streetscape Improvements; and
- b. Minor Streetscape Improvements.

Streetscape improvements apply to the public land within the right-of-way.

5.3.1.1 Major Streetscape Improvement Areas

Major Streetscape Improvement Areas include Main Street, Carlow Road and William Street, all south of Bridge Street. Each of these streets provides an important connection between the

downtown and waterfront, including important amenities. These connections must be designed to provide the main connective “tissue” at peak and non-peak times.

All three streets should provide comfortable and accessible forms of active transportation, including wider sidewalks, and dedicated cycling infrastructure (where space permits), in an effort to reduce conflict between modes of travel.

These streets need to provide trees and other micro-climatic solutions to reduce the impacts of extreme temperature in both the summer and winter months. Improved streetscapes will also consider better lighting and street furnishings to prioritize pedestrian comfort. A key part of the streetscape design should include wayfinding and signage to further links the water’s edge to the village downtown and attendant service and retail commercial opportunities.

The unique part of each of these streets is that they are all reinforced by a slightly different focus. Main Street is an extension of the downtown commercial node and should be designed to have a retail/tourist emphasis. Improvements to the existing portion of Main Street should include the introduction of sidewalks on both sides of the street and may require the removal of some informal street

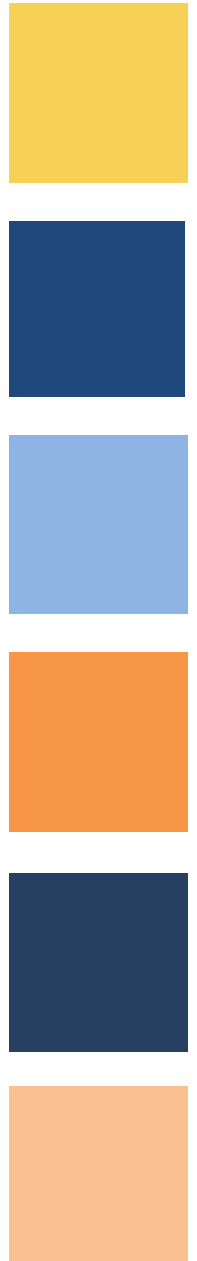
parking along the west side of the street to accommodate a defined pedestrian space.

Figure 5.1 outlines a cross section of the Main Street (East Harbour) Extension, and the key components that should be included in the right-of-way.

Carlow Road is the west boundary road for the West Harbour lands. It should be designed with consideration for a community oriented streetscape which provides a comfortable transition between development on the West Harbour and the adjacent William to Carlow residential area on the west. Improvements to the existing portion of Carlow Road should include enhancements to the landscaping strip on the east side of the road (to include street trees, furniture, and seating) and redoing the pavement markings to identify the travel lanes as a shared roadway/sharrows (to accommodate cyclist movement on both sides).

Figure 5.2 outlines a cross section for the Carlow Road Realignment, and the key components that should be included in the right-of-way including the shared roadway/sharrows.

William Street functions as a transition, between the residential uses on the east side and tourist commercial and food services along the west. Improvements to William Street should include the introduction of sidewalk on both sides of the



road, the introduction of separated cycling lanes and the reduction of vehicle traffic lanes and on-street parking to one way going southbound. This reduction of vehicle lanes and on-street parking is required to provide the right-of-way for pedestrian and cyclist activities. Improvements should also include a landscaped buffer between the sidewalk and the pavement edge.

Figure 5.3 outlines a cross section of William Street and the key components that should be included within the right-of-way.

5.3.1.2 Minor Streetscape Improvement Areas

The Minor Streetscape Improvement Areas are largely east-west connections, which directly tie into the Major Streetscape Improvement Areas. Bridge Street, the Main St Extension onto the East Harbour, and the Lotus Lane extension will help to complete the active transportation linkages and wayfinding between destinations and the major streetscape improvement areas. These streets should be designed to have enhanced landscaping and pedestrian realm, and include improved lighting and furnishings. Improvements to Bridge Street include the extension of the sidewalk/multi-use trail to connect Main Street with William Street.

Improvements to Lotus Lane include the extension of the road and cycling network to

connect William Street to Carlow Road. The new East Harbour Extension is planned to connect users to the Lake and park/open space/community facilities, and provide a scenic promenade to the waterfront, while providing access to the development on the East Harbour. Two travel lanes with parking on one side, wide sidewalks and enhanced landscaping treatments are planned.

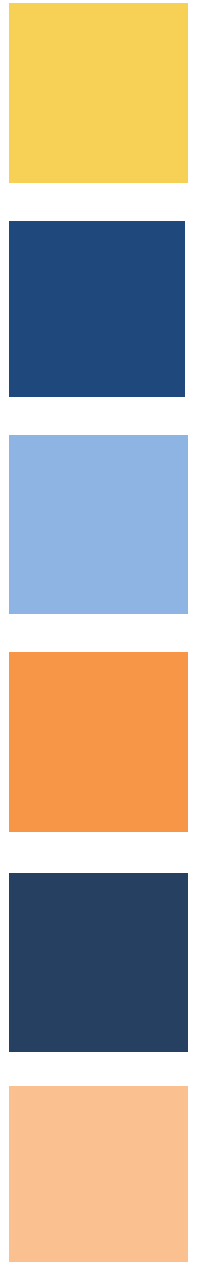


Figure 5.1: Cross Section: Main Street Extension

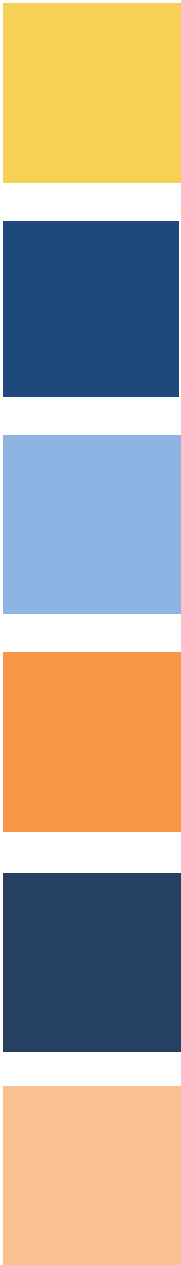
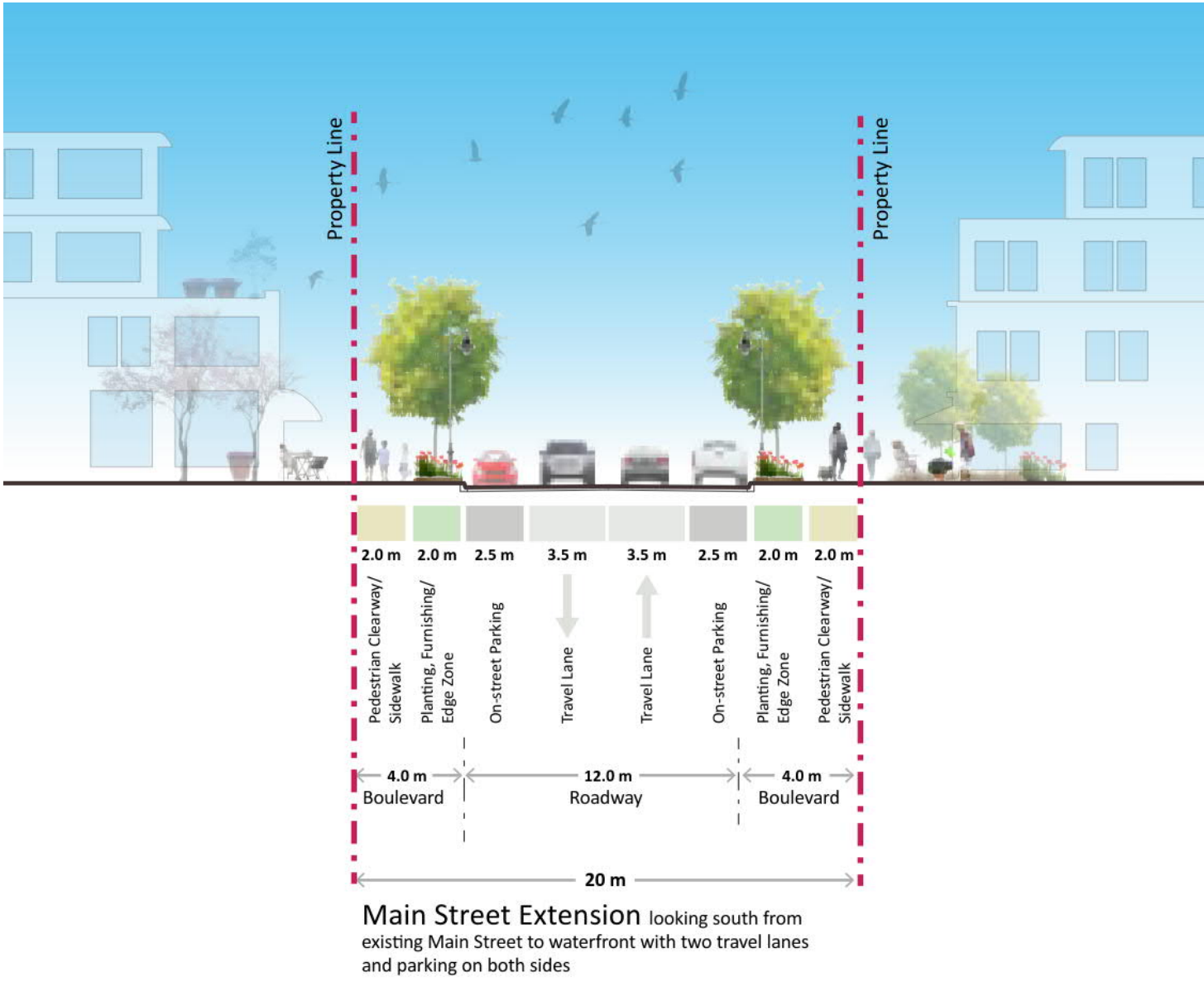


Figure 5.2: Cross Section: Carlow Road Realignment

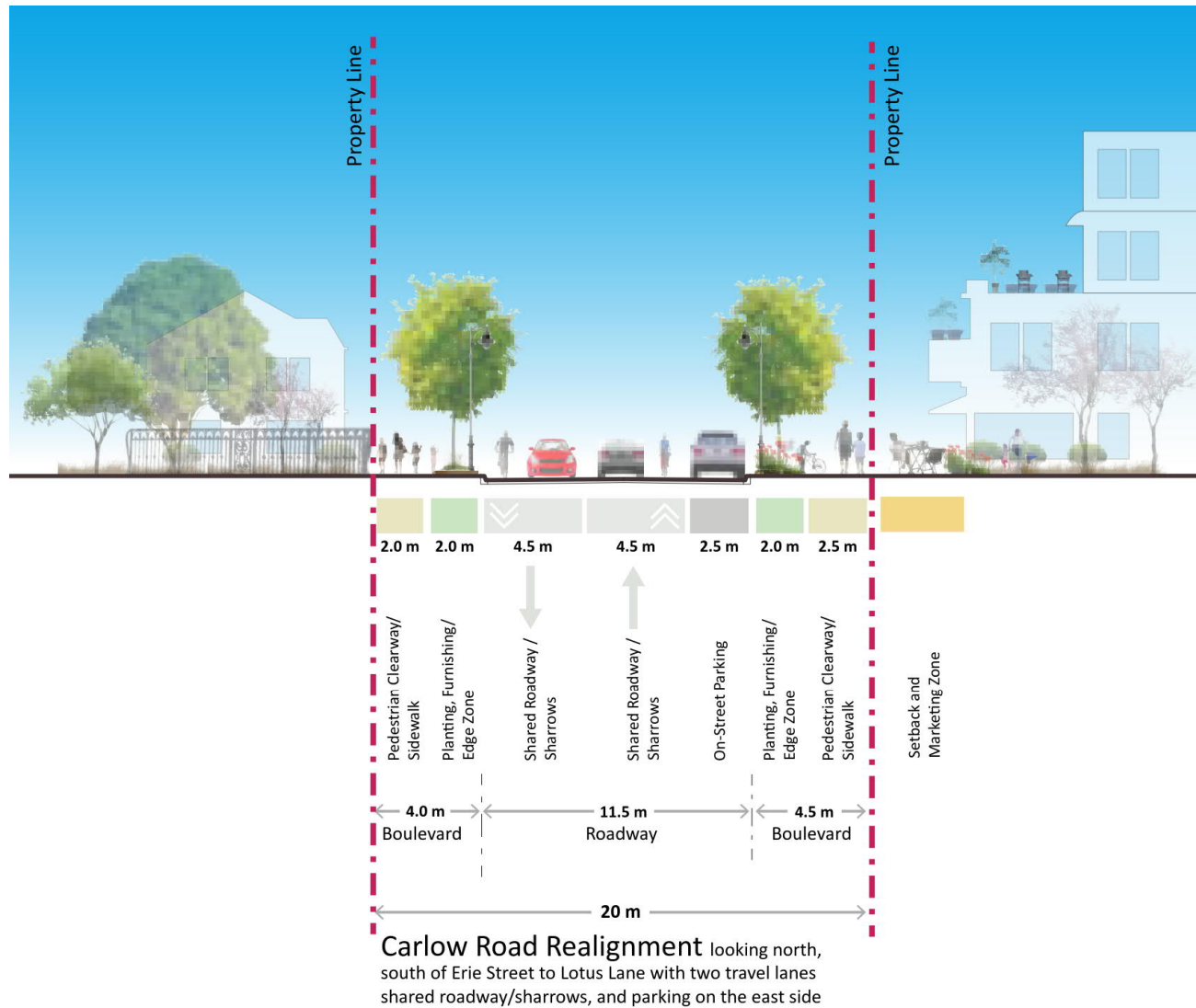
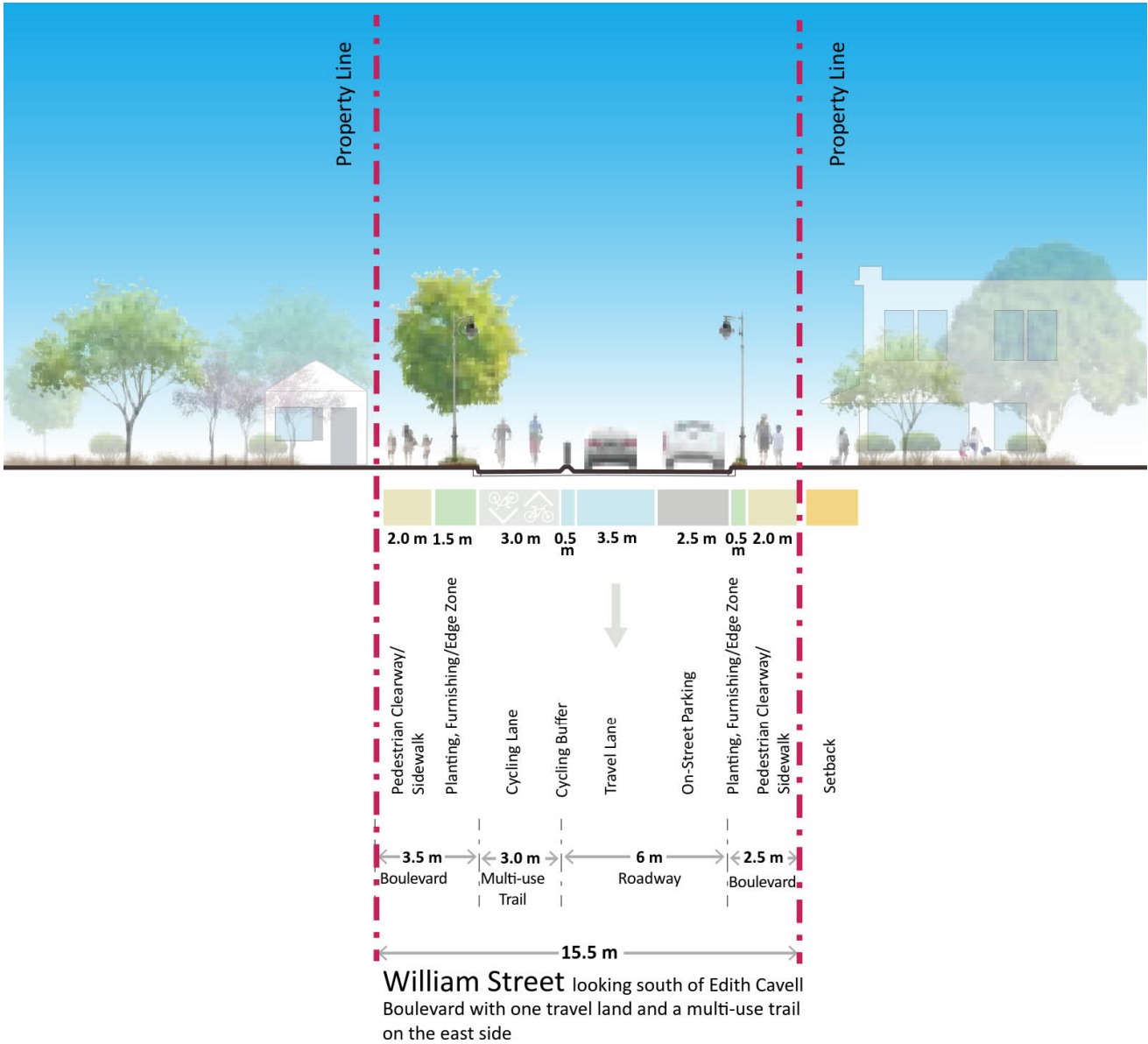


Figure 5.3: Cross Section: William Street



5.3.2 Improved and New Public Spaces

As part of the overall Harbour Secondary Plan Vision the Harbour Area will be home to new development opportunities with more residential and commercial activity. To support these land uses, there also is a need for a public realm which capitalizes on the existing framework of parks, streetscapes and beach areas, while building new open space amenities to facilitate better use and connections to the waterfront. Existing parkland should be improved through consistent lighting and wayfinding signage, as well as site furnishings. New public spaces will work to reinforce the current amenities and provide new linkages and programming in the Harbour Area. A number of new public spaces and public space improvements are envisioned for the Harbour Lands, as depicted on Map D – Public Realm Improvements. These include:

New waterfront promenade on the East Harbour lands: A formal waterfront promenade is envisioned to help maintain a continuous physical link to the water's edge along the east side of Kettle Creek (extending south from the end of Main St). Protecting this important feature will ensure that this vital connection remains a priority, and the adjacent development complement this community feature. A 6 meter multi-use waterfront promenade will help support

active and passive recreation, connections to the village downtown, Main and Little Beaches, parks, and new amenities, such as lookout points and fishing spots. Enhanced furnishings and lighting will help to reinforce the heightened sense of place and help make the Harbour a distinct destination.



Example of Promenade & Park Space, H2O Park, Toronto, ON

New public space on the East Harbour lands and along the Harbour Community Facilities area: The lands designated Harbour Community Facility on the East Harbour are critical to protecting the waterfront for public use. This area has also been identified as an opportunity to provide new public spaces and should be

designed to improve comfort and increase the overall aesthetic quality along the waterfront. Programmed uses, including recreational facilities should be considered. The design of formal landscape environments should support shoreline attenuation. In addition, a new public space has been identified at the foot of the Main Street Extension that would serve the community and visitors and provide passive recreational opportunities along the East Harbour. This new public open space is envisioned with picnic tables, enhanced landscaping, public art (as per Policy 2.10.3 g) of the Central Elgin Official Plan), and features to frame the important views, including lookout points, gazebos, or other community infrastructure elements. This area may also be ideal to provide a splash pad and playground to provide facilities for children and families.

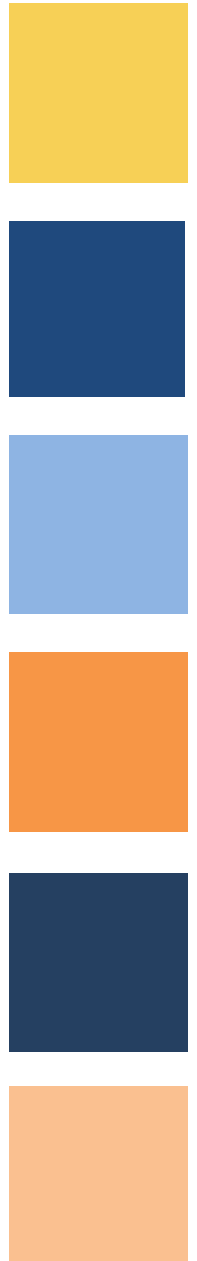
Supporting the commercial fishery on the East Harbour lands along the Harbour Community Facilities area: The active commercial fishery along the East Harbour waterfront is supported by the Harbour Community Facilities designation and associated public realm improvements. Public realm improvements will include the provision of wayfinding signage for the public as well as installation of gates to manage public access to identified off-loading areas for the commercial fishing boats. Such safety

improvements will be required to manage increased public use.



Example of Downtown Waterfront Trail and Public Fishing Pier, Sault Ste. Marie, ON

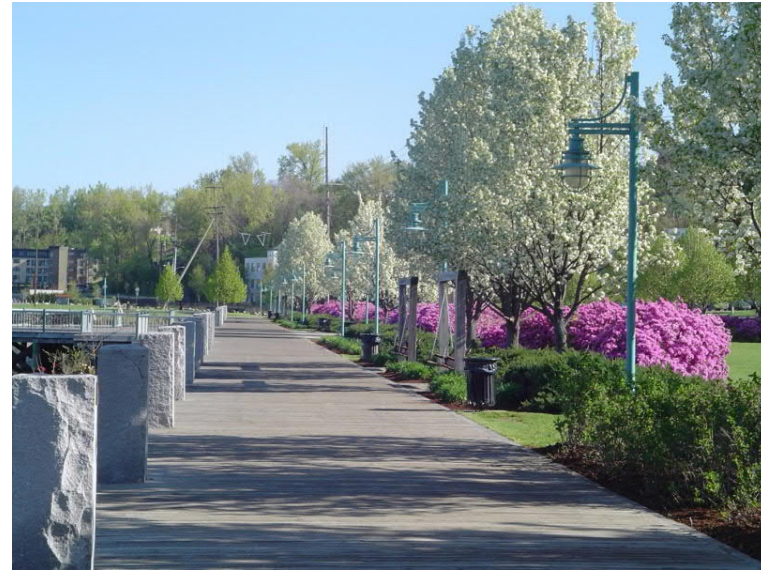
Public space improvements at Little Beach: Little Beach has been recognized as a key asset for the Port Stanley community and a special gathering place for local families. It shall be protected for long-term public use. To support this use, public space improvements such as the addition of bathroom/change room facilities, a snack bar and picnic tables has been identified, in addition to updating the parking facilities.





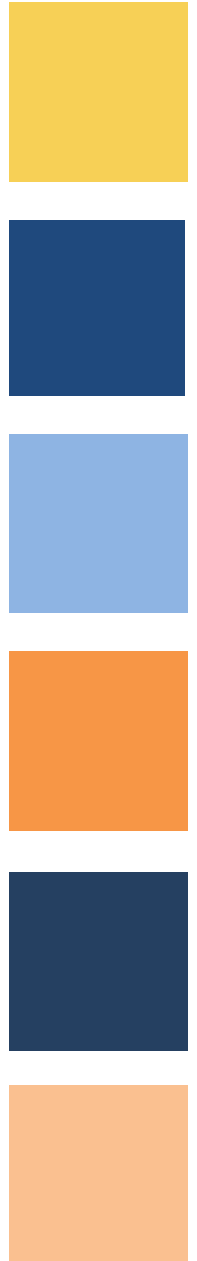
Example of Change Rooms and Commercial Kiosks,
Coogee Beach, AUS

Public space improvements at Hofhuis Park:
Hofhuis Park is a new, 2.4 ha park/open space that was opened in 2017 on the West Harbour waterfront. This park has been identified as an important public space improvement area, which is envisioned to include enhanced landscaping, public art (as per Policy 2.10.3.g of the Central Elgin Official Plan), active and passive recreational facilities and a new amphitheatre to provide a venue for community events and festivals.



Planned Harbour Shipyards Redevelopment,
Collingwood, ON

Public space improvements along the east and west sides of Kettle Creek: Public space improvements have been identified for the existing waterfront trails on the east and west side of Kettle Creek. These areas are intended to be improved through updated pavement treatments, enhanced landscaping, and improved wayfinding and signage.



5.3.3 Active Transportation Connections

Map C – Transportation Improvements identifies the existing and proposed trail system for the East and West Harbour lands. New trail connections have been identified to extend the existing network into the East Harbour lands, and improve connectivity on the West Harbour Lands. The following new trail connections are proposed:

Extension of trails along waterfront in East Harbour Lands: The existing trail network along the east side of Kettle Creek will be extended to connect the new Waterfront Promenade and a new trail network along the waterfront's edge. A new trail connection will be provided alongside the East Harbour Extension road to connect the waterfront trail on the east side to the existing waterfront trail along Kettle Creek. This trail is envisioned as a 3 metre wide, meandering asphalt surface to provide key views and vistas of the waterfront.

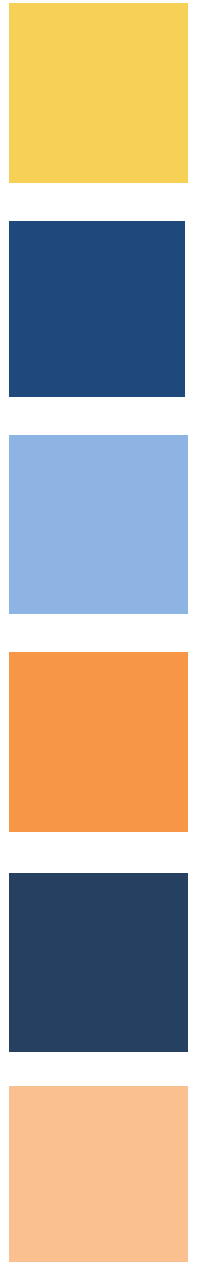
Extension of multi-use trail along Bridge Street: Bridge Street has an existing multi-use trail that connects the waterfront trail on the east side of Kettle Creek with the waterfront trail on the west side of Kettle Creek. This trail is envisioned to be extended along the full length of Bridge Street within the Harbour Secondary Plan area, in order

to provide connections to William Street and the Hillside residential neighbourhood.



Example of Meandering Waterfront Trail and Boardwalk, Port Credit, Mississauga, ON

Extension of multi-use trail along William Street: William Street has been identified as a road improvement area, with the intension of making significant right-of-way changes in order to provide an additional pedestrian realm. A multi-use trail connection is proposed along William Street to provide pedestrian and active transportation connections to Main Beach.



5.3.4 Implementation of Public Realm Improvements

The public realm improvements as identified in Section 5.2 and Map D – Public Realm Elements shall be implemented through the Harbour Area Design Master Plan with detailed Public Realm and Urban Design Guidelines Manual, Community Improvement Plan, the redevelopment approvals process and/or as part of other municipal works. The improvements depicted on Map D are intended to support new development within the Harbour Area, while ensuring the public access to the waterfront. Additional public realm improvements should be implemented through the development approvals process, based on the needs of the proposed development. Section 6 of this Plan provides additional details regarding implementation.

5.4 Urban Design Guidelines

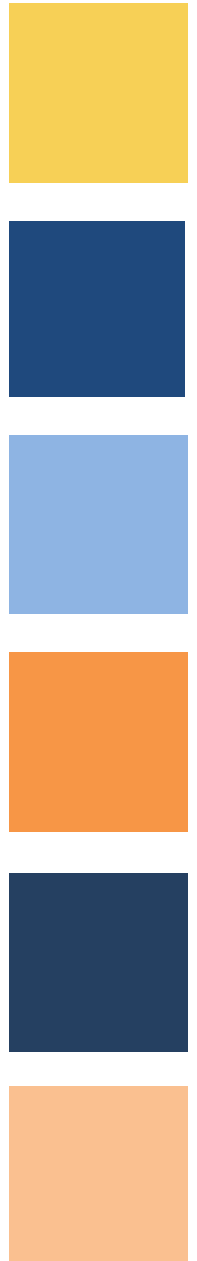
5.4.1 Building Frontages and Street Edge

As outlined in Section 5.2, emphasis on public space is an important part of the Harbour Secondary Plan, and will guide the Urban Design Guidelines. Within the Mixed Use 1, Mixed Use 2 and Hotel Conference Centre designations, the design, use and animation of the ground level of buildings define the character and experience

of the street. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority.

The siting, location, and orientation of buildings are critical in creating a comfortable and safe pedestrian environment, leveraging the proximity to the waterfront and providing an active and attractive interface condition. New development shall:

- a. Orient buildings toward public streets and other public spaces, in order to clearly define the public realm, create a consistent street face, and create a safe and attractive street environment for pedestrians.
- b. Ensure pedestrian comfort and adequate light penetration.
- c. Locate buildings along a build-to-line to provide a consistent edge to the street or public space. Deviation from the general built edge is permitted for building articulations, step-backs/recesses, openings, and other architectural treatments.



- d. Design buildings to create mid-block connections and shall be massed and articulated to avoid creating continuous building facades. Buildings shall generally be not more than 55 metres long. Mid-block connections should be pedestrian oriented with appropriate pavement treatment, providing a safe and attractive environment.
- e. Orient buildings toward public streets and have clearly defined primary entry points that open directly on to the public sidewalk.
- f. Provide a double frontage for corner buildings to address all streets and special design features with equal architectural expression.
- g. Have a minimum glazing of 70% (permitted up to 80%) for commercial development at-grade; second levels and above should be approximately 50% glazing.
- h. Blank walls are not permitted. Support functions, such as loading and servicing areas shall be located in side or rear lots and screened from the street edge, parks, publicly accessible open space and pedestrian connections; and

- i. Architectural styles of residential buildings that reinforce the identity and sense of place in the Port are encouraged.



Scale Transition of Development, Collingwood, ON

5.4.2 Building Entrances, Facades, and Corner Sites

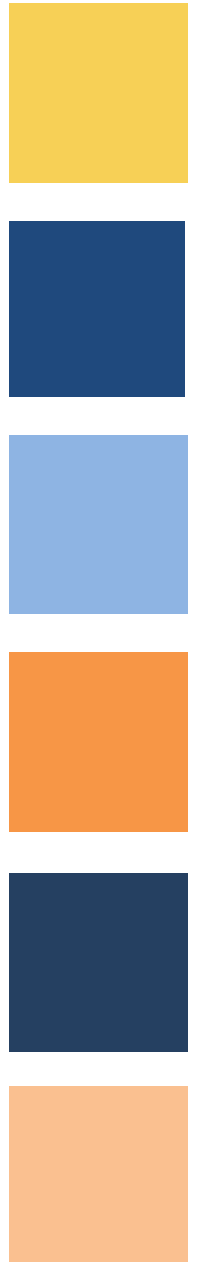
Building entrances and facades help frame a street and activate the public and private realm. The following design guidelines are applicable for building entrances, facades and corner sites:

- a. Primary building entrances will be located adjacent to the public street, or a publicly-accessible courtyard physically and visually connected to the street. Where a corner lot has access to Main Street (including Main Street Extension), the primary building entrances shall be on the aforementioned street.
- b. Residential building entrances will be located and oriented to have direct access from the street.



Downtown Corner Building Articulation, Lindsay, ON

- c. Ground floor retail activities and other non-residential or service commercial activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries to promote overlook, and enliven and support the public street.
- d. The ground floor of new developments should be transparent to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment.
- e. Any facade facing a public street shall be considered a primary facade. A minimum of one pedestrian entrance shall be provided for any primary facade. Buildings on corner lots must be designed to have primary facades on both the front and side streets.
- f. Pedestrian entrances should be architecturally distinct and identifiable as an entry point, and designed to be universally accessible from a street or a publicly accessible open space.



- g. Entrances to buildings must be clearly defined with maximum visibility to ensure ease of access directly from the street and from open spaces. Architectural treatment, and where appropriate, landscaping, should be used to accentuate entrances.
- h. All buildings must be designed to be universally (AODA) accessible and must provide an unobstructed walkway or pathway between the principal building(s) and the street.
- i. Entrances should be designed with attractive weather protection to add to the pedestrian experience.

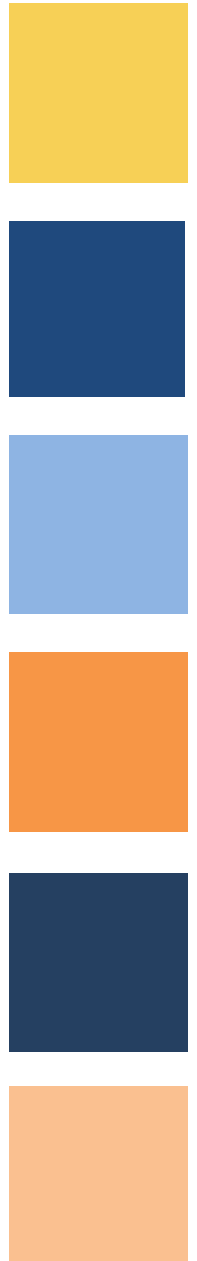


Example of Character-oriented Design and Adaptive Re-use, Lindsay, ON

5.4.3 Building Height and Massing

Buildings within the Harbour Secondary Plan Area will be primarily 4 storey built form to respect the scale /height of development in Port Stanley except as previously noted at the gateways of the West Harbour and the Main Street Extension on the East Harbour. Building height and massing shall be sensitive to views and vistas of the waterfront, and the relationship between the building and street. Setbacks will also be able to determine shadow impacts to new development, and help regulate height and mass of new buildings.

- a. The maximum building height shall be no greater than the maximum building heights identified on Map B – Maximum Building Height of this Plan.



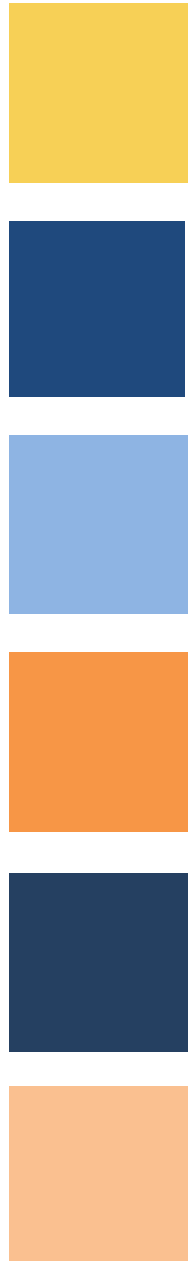
Upper floors of buildings fronting on the Main Street Extension and Carlow Road shall be setback an additional 2.5 metres to maintain a pedestrian scale at the street front. The Plan makes provision for a select opportunity for a 5 to 6 storey built form in two strategic locations while maintaining the views and vistas to the lake. On the East Harbour an apartment block is envisaged at the foot of the bluff below the Hillside residential area with a height transition of 6 storeys on the Main St gateway side, 5 storeys on Little Beach side; and 4 storeys in the centre block. At the northern gateway/entrance to the West Harbour, Hofhuis Park and Main Beach area, a 6 storey landmark hotel/conference centre is envisaged.

5.4.4 Landscape Setbacks and Other Private Open Spaces

Buildings will have landscaped setbacks along streets and park edges to enhance the attractiveness of the street, and to provide a privacy buffer for adjacent residential uses. In general, the following should be considered:

- a. For any new development, private open space enhancements are required as part of the built form design to contribute to the visual aesthetics and quality of the public realm.

- b. Landscape treatments should be designed to edge streets, frame and soften structures, define spaces, and screen undesirable views.
- c. Trees and shrubs should be selected with regard to their scale and planting characteristics and specific environmental conditions of the Harbour lands (e.g. wind and erosion).
- d. Plant materials should be grouped to frame buildings, add visual interest to blank areas, accentuate entrances, and screen service areas.
- e. For properties adjacent to Main Street or Kettle Creek, ground floor restaurants and coffee/food service outlets are encouraged to have outdoor patios to further animate the street/waterfront.
- f. Courtyards, forecourts and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.
- g. For mixed use residential/with ground floor commercial, and the hotel/conference centre, the portions of their lots unoccupied by the building or structure or used for parking or loading must be landscaped.



- h. All mixed use and multiple residential buildings will provide at-grade open space and outdoor amenity areas.
- i. Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees.
- j. Landscaped courtyards shall be partially open to streets or parks. Courtyards will be designed to extend and enhance the public realm of streets, parks, and open spaces.
- k. The courtyard character will be green and well-treed with outdoor uses that promote pedestrian circulation as well as recreational, gathering, and other social uses. Vehicular access and servicing areas will be discouraged from being located within a courtyard.

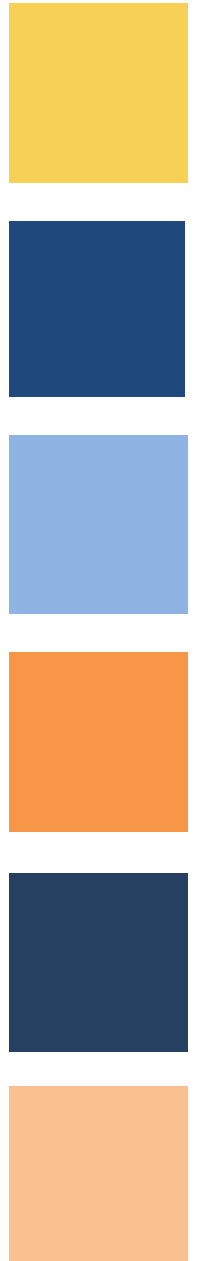


Commercial Patio Space, Burlington Waterfront, ON

5.4.5 Parking Access and Servicing

Recognizing the limitation in below-surface construction due to the high water table and soil conditions, parking should be integrated into the built environment whenever feasible and out of the view from the pedestrian environment. The following shall be considered in designing parking and servicing facilities:

- a. Parking areas are discouraged from locating along street frontages.
- b. For structured parking, the facility should be integrated into the built form such that it relates to the design and façade treatment of the building. Solid blank walls are not permitted.



- c. Wherever possible, surface parking and servicing for new developments should be placed at the rear of buildings, and accessed by a rear or side yard lane.
- d. Where surface parking or service areas are exposed, a generous separation should be provided from the public realm, and designed to include additional street trees or landscaping and buffered with hedges or shrub planting or other mitigating design measures.
- e. Where a surface parking lot is permitted, it shall be separated with sufficient landscaped islands and trees to break up the pavement and provide pedestrian refuge.
- f. Parking lot lighting, pedestrian pathways and other street furniture should be used to create a comfortable, safe, and connected pedestrian environment.
- g. The edges of parking facilities should receive architectural and design treatments to be consistent with the streetscape design and complement adjacent buildings.

5.4.6 Sustainability

Buildings account for approximately 40 percent of greenhouse gas emissions in North America. Each new development provides opportunities to reduce adverse impacts and contribute to sustainable design practices and climate change adaptation or mitigation. In addition to policy 2.10.3.i of the Central Elgin Official Plan, key considerations for achieving sustainable building design include:

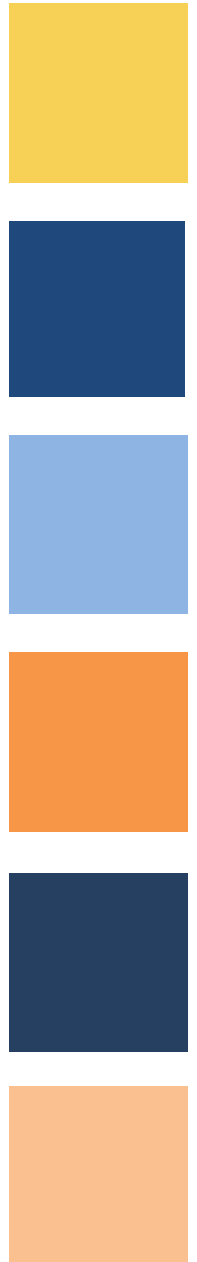
- Advancing on-site stormwater management;
- Increasing the forest canopy;
- Reducing the heat island effect;
- Sourcing local materials and plants;
- Encouraging green roofs and other amenities;
- Encouraging active transportation;
- Utilizing passive solar facilities; and
- Encouraging LEED certification for new development.



Mature Tree Canopy, Waterfront Centre, Toronto, ON

5.4.7 Design Integration

Design integration should always be regarded as a way to provide context sensitivity to a particular development. Design Guidelines must have regard for the character and architecture of the Port Stanley community. Architectural and landscape architectural treatments should be considered, and standards should be set to ensure that a character to urban form is maintained over time. This also includes materiality, plant species, and colours. These elements help to define and reinforce a heightened sense of place.





CHAPTER 6: PHASING AND IMPLEMENTATION

6 PHASING AND IMPLEMENTATION

6.1 General Implementation

6.1.1 Implementation Overview

The Harbour Secondary Plan shall be implemented through a variety of tools including but not limited to:

- a) Official Plan Amendment incorporating key policy recommendations contained in this Harbour Secondary Plan Report;
- b) Harbour Area Design Master Plan with Urban Design and Public and Private Realm Guideline Manual;
- c) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever;
- d) Municipality of Central Elgin Zoning by-laws;
- e) Port Stanley Harbour Community Improvement Plan;
- f) Elgincentives CIP; and,
- g) Other tools as described in this Chapter.

6.1.2 Municipal Works within the Secondary Plan Area

All future municipal works undertaken by the Municipality within the Harbour Plan Area shall be consistent with the policies of the Central Elgin Official Plan as amended to incorporate the policy recommendations contained in the Harbour Secondary Plan Report.

6.1.3 Official Plan Amendments

Unless otherwise permitted by the Official Plan Amendment implementing this Secondary Plan or the Municipality's parent Official Plan, applications for development which do not align with the Policies or Schedules of those documents shall require an Official Plan Amendment. Amendments to the Official Plan shall be subject to policies of the Official Plan as amended and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

6.1.4 Zoning By-law

6.1.4.1 Alignment with Zoning By-Law

The Municipality will update its zoning by-law to ensure that the land use policies and design guidelines in this Harbour Plan are reflected in the Municipality's zoning by-law during the preparation of the Harbour Area Design Master Plan.

6.1.4.2 Amendments to Zoning By-Law

Applications for development within the Harbour Secondary Plan Area shall be subject to the policies of the Municipality's Official Plan as amended to incorporate the policy recommendations from the Harbour Secondary Plan Report. Amendments to the zoning by-law shall be subject to policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

6.1.5 Site Plan Approval, Plans of Subdivision, Plans of Condominium and Severances

Applications for site plan approval, plans of subdivision, plans of condominium and consents to sever lands within the Harbour Secondary Plan Area shall be consistent with the policies of the Municipality's Official Plan as amended.

More specifically, applications for plans of subdivision or plans of condominium shall include supporting technical studies in the form of (but not limited to) area-specific master drainage/stormwater management plans, master water/wastewater servicing plans and traffic impact studies.

6.1.6 Port Stanley Harbour Community Improvement Plan

To assist and accelerate redevelopment and facilitate further public realm improvements within the Harbour Secondary Plan Area, the County of Elgin is working with the Municipality to apply their Community Improvement Plan (CIP) to the Harbour Area, the village downtown and adjacent residential areas including Maud and Bessie. The CIP applies the existing Elgin incentives program which provides financial incentives for façade, signage and property improvements, building improvements, building conversion/expansions, energy efficiency, outdoor art and other grants.

The CIP also provides the enabling policy framework to allow the County and the Municipality to implement incentive programs to encourage private entities to engage in the assessment, remediation and redevelopment of brownfield properties in and around the Harbour Plan Area.

6.2 Phasing and Financial Tools

6.2.1 Municipal Capital Improvements

The Municipality will prepare a Municipal Finance Plan and Phasing Strategy to guide the development/redevelopment of the Harbour Secondary Area. The Municipal Finance Plan and Phasing Strategy should consider the following:

- Record of Site Condition needs for the East and West Harbour lands;
- The expected cost and timing of development, including the redevelopment of existing areas;
- The cost and timing of any potential transportation, infrastructure, public realm improvements and harbour quay and headland and shorefront dune mitigation works;
- Any other projects or initiatives which may impact the cost and timing of development; and
- The approach, strategy and “road map” to pay for the Harbour Secondary Plan implementation.

6.2.2 Development Charges

The Municipality will include any growth-related infrastructure identified in this secondary plan report as part of the next Development Charges By-law update.

6.2.3 Parkland Dedication

Where the Municipality accepts cash-in-lieu of parkland dedication pertaining to the Harbour Secondary Plan Area, the Municipality will dedicate the funding to the development of the public space program for the harbour. The Municipality will prioritize development which contributes to the enhancement of the public realm along the corridor.

6.2.4 Monitoring Program

The Municipality will prepare a monitoring program to track the implementation of the Harbour Secondary Plan and report on the progress of its implementation. The monitoring program should identify development statistics for residential development and the status of the various actions identified in this Plan (such as the Community Improvement Plan and various streetscape projects).

6.2.5 Updating the Plan

The Municipality will comprehensively review the policy recommendations of this Secondary Plan Report as part of the 10 year review of the Municipality's Official Plan.

6.3 Interpretation

6.3.1 Conflicts with Official Plan

In the event of a conflict between the Official Plan and this Harbour Secondary Plan, the Official Plan as amended to incorporate the policy recommendations of the Harbour Secondary Plan shall apply.

6.3.2 Boundaries

The boundaries shown on the Harbour Secondary Plan Maps are approximate.

