
REPORT TO: Planning and Development Services Committee

MEETING DATE: Wednesday, November 30, 2016

SUBJECT: OPA 24 (Stevensville Secondary Plan), Town of Fort Erie

RECOMMENDATIONS

1. That Official Plan Amendment No. 24 to the Town of Fort Erie Official Plan **BE APPROVED** as modified (Appendix 2) with policy and mapping deferrals as identified in Appendix 3 of this report.
2. That all parties **BE NOTIFIED** of Regional Council's decision on this application in accordance with *Planning Act* requirements.
3. That staff **ISSUES** a declaration of final approval of the Amendment 20 days after notice of Council's decision has been given provided that no appeals have been lodged against the decision.

KEY FACTS

- This report seeks Regional Council's approval of the Stevensville Secondary Plan (OPA 24), as modified.
- The Secondary Plan comprises approximately 209 hectares of urban land located in northwest Fort Erie (Appendix 1).
- OPA 24 was originally adopted by the Town of Fort Erie on May 11, 2015 and was forwarded to the Region for final approval.
- On July 25, 2016, Town Council endorsed modifications to OPA 24, deferring reference to the Niagara-to-GTA Corridor and corresponding policies, and maintained its position on the prohibition of auto related uses and drive-thru facilities in the Core Mixed-Use designation.
- MMA further requested that Schedules STV-2 and STV-4 be modified to defer land use decisions for land within the Niagara-to-GTA Corridor as identified in Phase 1 of the Province's Environmental Assessment to connect Highways 406 and 140 to the QEW in Fort Erie.
- OPA 24, as modified, addresses Ministry of Municipal Affairs' comments with regard to the planned Niagara-to-GTA Corridor.
- OPA 24, as modified, provides community vision, policy direction and a land use plan to guide the future growth of Stevensville as a complete and sustainable community to 2031.

CONSIDERATIONS

Financial

There are no direct financial implications arising from the approval of OPA 24. An appeal of Council's decision would result in the need for resources to support an OMB hearing. Should there be appeals of Regional Council's decision, a further report on financial implications will be provided.

Staff notes for information that to promote the development of employment lands within the Stevensville Secondary Plan Area eligible employment development can utilize incentives offered through the Town's Gateway Economic Zone Community Improvement Plan and other matching Regional incentives.

Corporate

Approval of OPA 24 supports Regional Council's strategic priorities including moving people and goods, building a labour ready workforce, fostering innovation, investment and entrepreneurship, positioning Niagara globally and doing business differently. OPA 24 also supports the performance indicators for growth, employment, investment and infrastructure.

Governmental Partners

Regional Planning staff has been working collaboratively with the Town of Fort Erie, Niagara Peninsula Conservation Authority and the Province to ensure that all decisions made in relation to this amendment represent good planning and are reflective of public input.

The Town of Fort Erie has addressed all agency comments and concerns raised through the Secondary Plan process and have incorporated the appropriate revisions to OPA 24. Town Council has endorsed the deferrals (Appendix 3) to OPA 24 to address Ministry of Municipal Affairs (MMA) comments with regard to the planned Niagara-to-GTA Corridor as identified in Phase 1 of the Province's Environmental Assessment to connect Highways 406 and 140 to the QEW in Fort Erie.

Public and/or Service Users

A statutory public meeting, in accordance with the requirements of the *Planning Act* was held by the Town on March 2, 2015 where no members of the public spoke in favour or in opposition to the proposed Stevensville Secondary Plan.

All comments received from the members of the public were considered by Town staff during the Town's Stevensville Secondary Plan process to determine if any

modifications to proposed policies were warranted prior to the adoption of OPA 24 by the Town of Fort Erie.

On July 25, 2016, Town Council in its consideration of the proposed deferrals to OPA 24 maintained its position on the prohibition of auto related uses and drive-thru facilities in the Core Mixed-Use designation.

Regional Planning staff has worked closely with the Town, which has worked collaboratively with stakeholders and the public to ensure that all decisions made in relation to this amendment represent good planning and were reflective of public input.

ANALYSIS

The Stevensville Secondary Plan (OPA 24) area is located in northwest Fort Erie. The Plan area is consistent with the urban area boundary of Stevensville as identified in the Regional Official Plan and the Town's Official Plan. The Plan area has an irregular boundary and stretches from Bowen Road in the south to north of Eagle Street; and from west of Ott Road to the east of Winger Road. The Stevensville Secondary Plan comprises approximately 209 hectares (516 acres) of land that is designated as Built-up Area by Provincial and Regional Policies. A location map of the Stevensville Secondary Plan area is attached as Appendix 1.

The Stevensville Secondary Plan area has 479 existing dwelling units and provides for an overall target of 879 units at build out. The Plan expects that the 400 additional dwelling units will increase the population from 1240 people to 2250 over the long term. The existing land uses predominately consists of single detached dwellings. The Stevensville Secondary Plan area has a considerable amount of designated industrial lands in the north east portion and also includes a variety of other land uses including commercial uses, institutional uses and open space/environmental areas. Safari Niagara, a major attraction, is located immediately adjacent to the Stevensville urban area with a small portion fronting onto Stevensville Road being within the urban area.

The following discussion provides an overview of several key considerations in the approval of this Secondary Plan.

Servicing

The Town's 2010 Waste Water / Stormwater Master Plan and the Region's 2011 Water and Waste Water Master Servicing Plan do not identify any servicing concerns respecting sanitary capacity to 2031. The Region's Master Plan is updated every 5 years to reassess the Region's infrastructure which is currently underway.

Niagara to GTA Corridor

The planned Niagara to GTA Corridor Study Area, as identified in the Phase 1 of the Province's Environmental Assessment (EA), is partially located along the northeasterly portion of the Plan area. The Stevensville Secondary Plan, as originally adopted by the Town on May 11, 2015, identified a conceptual highway corridor which did not align with the corridor identified by the Province. Phase 2 of the EA will determine the Province's preferred route and preliminary design of the new highway; however the timing of this is unknown.

The Ministry of Municipal Affairs (MMA) in their letter dated July 23, 2015 requested that all development applications in the planned Niagara-to-GTA Corridor be circulated to MMA to ensure that provincial interests related to the establishment of a future transportation corridor will be protected. MMA specifically identified that notices for Regional and Local Official Plan Amendments; Secondary Plans/Block Plan; Plans of Subdivisions/Condominiums and Zoning By-law amendments be forwarded to the Province.

MMA requested revisions to the Schedules and policies in OPA 24 to protect the planned corridor study area identified by the Phase 1 of the Province's EA. To address the Province's comments Fort Erie has endorsed revisions to OPA 24 which includes deferral of any reference or identification of the Town's "Preferred Corridor" and corresponding policies pending the outcome of Phase 2 of the EA. Further discussions with MMA with regard to this approach have occurred. MMA requested additional revisions as identified on Schedules STV-2 and STV-4 to defer land use decisions on the land within the planned corridor study area identified through Phase 1 of the Province's EA. This approach would leave existing land use designations in place and ensure consistency with the PPS and the Growth Plan.

As part of the continuing work on ROPA 6 (corridor protection policies) Regional Planning Staff will be working collaboratively with staff from the local municipalities and the Province, including the MTO, with regard to the planned corridor and Phase 2 of the EA. The deferrals in the policies and schedules will be reviewed for compliance once the Phase 2 work of the EA has been completed and the preferred alignment has been determined.

Drive-Thru Facilities

During the Secondary Plan process, Labreche Patterson & Associates Inc., representing a number of food services operators including A&W, McDonalds, Tim Hortons, Wendy's, etc., requested in writing that the Town make modifications to proposed policies in OPA 24. The request was to remove the prohibition of drive-

thru facilities in the Core Mixed-Use designation as this would unduly regulate drive-through facilities.

Following the adoption of OPA 24 by the Town, Labreche Patterson & Associates Inc., submitted a written request to the Region that OPA 24 be modified to delete the prohibition for drive-through facilities in the Core Mixed-Use designation and that they be notified when the Niagara Region would be considering the approval of OPA 24.

As part of the the consideration in July 2016, the Town also revisited the request to permit drive-thru facilities in the Core Mixed-Use designation. In their report to Town Council, Town planning staff noted that the Core Mixed-Use designation is intended to be mixed use and pedestrian oriented as much as possible. Town staff further noted there are ample opportunities for auto related uses to locate in the commercially designated lands just north of the CP Rail tracks, and that drive-thru facilities are not being restricted on a community basis. As such, Town Council maintained its restriction on drive-thru facilities in the Core Mix-Use designation core consistent with its vision for this area for mixed residential and commercial uses within a pedestrian oriented environment. OPA 24 does make provisions for these facilities in the adjacent Gateway Highway Commercial designation. Regional staff concurs with the opinions of local staff on this matter.

2260 and 2648 Stevensville Road

Following adoption of OPA 24 by the Town, the new owner of 2260 and 2648 Stevensville Road (see Appendix 1) expressed concerns over not receiving notice of the Public Meeting for the Secondary Plan. In addition, the landowner was concerned that his proposal to establish automotive uses/carwash would not be permitted on these parcels. Town staff has advised that proper notice was circulated to the registered property owner at the time of giving notice. Town staff has further advised that for 2260 Stevensville Road, OPA 24 does not propose any change to the commercial designation and therefore automotive related uses would be permitted subject to site plan and building permit requirements.

However, automotive uses including a carwash would be prohibited on 2648 Stevensville Road once OPA 24 is approved. Town staff advised the owner that prior to Regional approval of OPA 24, he could submit a site plan and/or a building permit application as the existing zoning currently permits carwash/automotive uses. Following the approval of OPA 24, the new zoning by-law amendment for the area would come into force and effect, and carwash/automotive uses would no longer be permitted. At this point, the owner would need Official Plan and zoning amendments in addition to a site plan and building permit(s) to establish the use.

Town staff has advised that the owner subsequently submitted business license applications for automotive service stations at these addresses. However, as further site plan information was needed, the applications were not processed. The owner also applied for a building permit for 2648 Stevensville Road. The Town deemed the building permit application incomplete as additional information was required before the process could continue. As of the writing of this report, no further action had been taken by the owner.

On July 25, 2016 in their consideration of the proposed modifications to OPA 24, Fort Erie Town Council maintained its previous position of prohibiting auto related uses and drive-thru facilities in the Core Mixed-Use Area of Stevensville.

OPA 24, as modified, is consistent with Provincial and Regional policies. The Plan's policies are intended to guide the development of the Stevensville neighbourhood as a sustainable and complete community to 2031. The Stevensville Secondary Plan (OPA 24) gives direction for additional housing choice and speaks to the Town considering an appropriate level of affordable housing and senior citizens' housing. The Plan speaks to new development being sensitive to the established community, compact to utilize urban land and services efficiently, and protective of natural heritage features.

The Town's comprehensive and iterative consultation process has allowed Regional staff to work closely with local staff to ensure that OPA 24 meets the intent of Provincial and Regional policy direction. Regional staff is satisfied that OPA 24 represents good planning and recommends that it be approved, as modified.

ALTERNATIVES REVIEWED

Council may choose not to approve OPA 24, which may be appealed to the Ontario Municipal Board resulting in staff time for preparation and attendance at the hearing.

The other alternatives considered included approving OPA 24 without deferring the transportation corridor policies (Section 4.19.14.1) and Town Council supported Conceptual Highway Corridor shown in Schedule STV-4 of the plan. This option would likely result in the Province appealing the amendment as it would conflict with the Province's planned Niagara to GTA Corridor Study Area identified through Phase 1 of the Province's Environmental Assessment (EA). This would result in a delay in the implementation of the plan and land use designations.

Another alternative is to permit 'drive-thru facilities' in the Core Mixed-Use area. This is not supported by Town Council.

ORIGIN OF REPORT

This report was brought forward by staff to seek Regional Council's approval of OPA 24, as modified with deferrals as identified in Appendix 3, known as the Stevensville Secondary Plan.

OTHER PERTINENT REPORTS

N/A

SUBMITTED BY:

Rino Mostacci, MCIP, RPP
Commissioner
Planning and Development Services

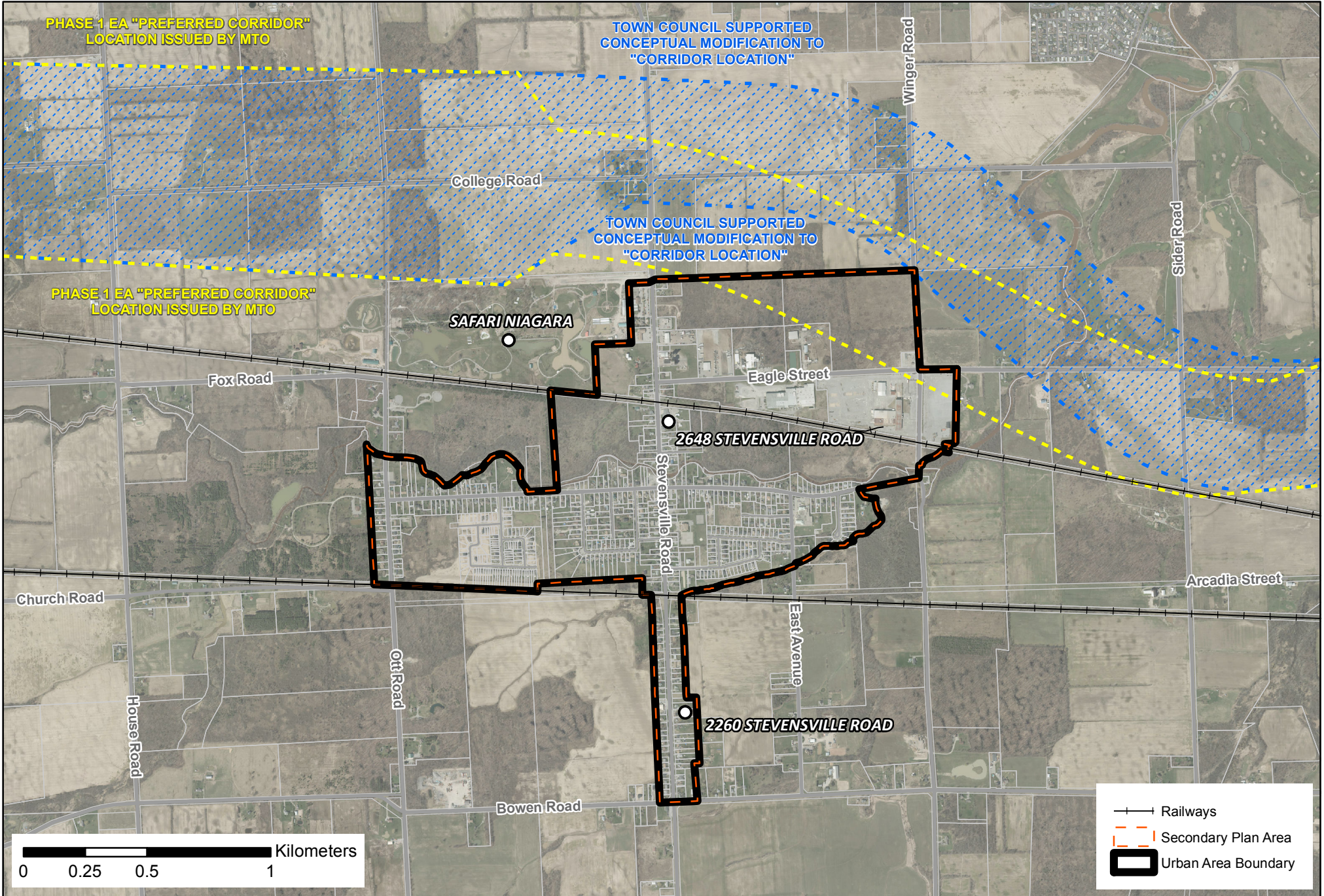
APPROVED BY:

Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared by Teresa Gray, MCIP, RPP, Senior Development Planner, and reviewed by Pat Busnello, MCIP, RPP, Manager of Development Planner and Marilyn Radman, MCIP, RPP, Associate Director of Development Planning and Urban Design.

APPENDICES

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PART "B"

THE AMENDMENT

PART "B" - THE AMENDMENT

Introductory Statement:

All of this part of the document entitled "Part "B" - "The Amendment" consisting of map and text changes constitute Amendment No. 24 to the Official Plan adopted by By-law No. 150-06 for the Town of Fort Erie Planning Area. The Official Plan for the Town of Fort Erie, as amended, is hereby further amended by adding the map and text changes, as follows:

Map Changes:

Schedule "A" to the Town's Official Plan is amended by identifying the Stevensville Secondary Plan limits and to provide reference to the following Schedules under Section 4.19 of the Official Plan:

1. Schedule "Stevensville-1" (STV-1) – Provincial Compliance;
2. Schedule "Stevensville-2" (STV-2) –Land Use Plan;
3. Schedule "Stevensville-3" (STV-3) - Natural Features and Open Space;
4. Schedule "Stevensville-3a" (STV-3a) - Natural Hazards and Fish Habitat Plan; and
5. Schedule "Stevensville-4" (STV-4) - Transportation Systems.

Text Changes:

The following textual additions to the Official Plan are to be read in conjunction with the Stevensville Secondary Plan Schedules:

4.19 Stevensville Secondary Plan

4.19.1 Purpose

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

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

4.19.2 Vision

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

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

4.19.3 Goals

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

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

4.19.4 Objectives

The main objectives of the Stevensville Secondary Plan are to:

- a) Articulate a Village Core area by location and description.
- b) Provide for serviced ready employment lands to attract new businesses to the industrial park.
- c) Support the commercial areas of the neighbourhood that provide the residents and surrounding rural and agricultural community with a variety of

goods and services, as well as providing for the needs of visitors and tourists traveling through and to the community.

- d) Ensure there are sufficient urban lands to accommodate appropriate community growth throughout the planning period, while maintaining the village character.
- e) Provide for a variety of housing alternatives at key locations throughout the neighbourhood with particular focus on strategic intensification and a full range of housing types that contribute to age in place opportunities.
- f) Provide a full range of housing choices that are coordinated with land use designations and densities that provide for suitable transition and gradation.
- g) Encourage development forms which are compact, to utilize urban land and services efficiently.
- h) Encourage land assembly that would result in more efficient and effective in-filling.
- i) New housing development and re-development will be integrated with existing built up areas, open spaces and natural heritage features. Previously approved subdivision plans will be acknowledged within the neighbourhood planning context and developers of these plans shall be encouraged to work with the municipality in achieving the objectives of this Plan.
- j) Provide opportunities to embrace and enhance “active transportation” infrastructure through creation of a recreational river trail and augmenting and enhancing pedestrian networks that connect the community and give residents a healthy alternative in their transportation choices.
- k) Make the neighbourhood a friendly, walkable community that promotes pedestrian movement and active transportation. Place emphasis on community safety for all ages by providing sidewalks, bike lanes, speed and stop control on our shared roadways.
- l) Provide policy that recognizes and facilitates defining a village core, both physically and aesthetically, without limiting the ability of more contemporary commercial operations from establishing in other commercial areas of the neighbourhood.
- m) Promote establishment of a Stevensville BIA and work with local businesses and regional partners in creation of a Core Area CIP to assist and stimulate private investment through various financial incentive opportunities.
- n) Protect significant natural features such as Provincially Significant Wetlands with appropriate environmental protection designation, ensuring their

ecological functions, benefits and contributions to the natural environment will be shared for future generations.

- o) Anticipate transit service and provide or reserve adequate space within the road allowances for transit supportive design, for implementation once population and the employment lands have bridged the feasibility and viability gaps that have kept regular transit service to Stevensville from being established.
- p) Promote an appropriate employment designation for lands within the Neighbourhood, in effort to foster light industrial activity in a small business park setting.
- q) Promote meaningful conservation of the neighbourhood built heritage features while ensuring standards for health and safety are not compromised and that in doing so, potential for renewal and redevelopment are not precluded.
- r) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the residents, businesses and institutions of this area. Promote housing development that will provide opportunities to meet with demographic and socio-economic needs of the Town. A full spectrum of built form and tenure is encouraged if “age-in-place” practice is to be realized.

4.19.5 Residential – General

- a) Section 4.7 of the Town’s Official Plan contains policies for residential development within the Town and must be read in conjunction with the policies of this Secondary Plan and subsequent sections herein.
- b) Schedule “STV-2” designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections shall apply accordingly.
- c) The Plan sets out to provide for initial areas of Low and Medium density residential and areas of mixed use (residential / commercial) to be situated in the “village core” area. Moreover, the Plan promotes a wide range of residential choice, including age-in-place opportunities, meeting with provincial intensification targets, support for village “core area” and in general, an environment that is conducive to being a highly walkable community.

- d) The Secondary Plan provides for an overall targeted total of 879 units at plan “build out” including the existing 479 units. The new 400 additional units identified in this Plan will increase the existing population from 1240 persons to 2250 by adding approximately 1020 new residents to Stevensville over the long term. The 400 new residential units shall comprise approximately 70 new low density residential units, and 206 new medium and mixed use density residential units. The new residential projection also accounts for the 124 units in existing registered or draft approved plans of subdivision yet to be developed. Intensification of residential densities within draft approved plans over and above the unit counts in this policy shall be permitted by zoning by-law amendment in accordance with other policies in this Section.
- e) An appropriate level of affordable housing and senior citizen’s housing shall be considered by the Town when reviewing development applications proposed within the Plan Area, in keeping with Provincial Policy. Such developments shall be integrated with other forms of housing rather than segregated or isolated in order to provide a more cohesive and inclusive neighbourhood. In doing so, the opportunities for age-in-place are also supported and extended to a broader socio-economic base.
- f) The Town will consult developers regarding intensifying their existing draft approved plans of subdivision, provided the locations are suitable for increase and consistent with locational criteria defined under Section 4.19.6 g) and 4.19.7 d). An amendment to this plan will not be required.
- g) For lands impacted by the Environmental Conservation Overlay, only through developer or landowner activity where there is an interest in advancing the underlying designation, and where an EIS has been required and approved, will actual development potential be confirmed. Recognition that impacts may affect ultimate unit yield shall be afforded to this Plan and the stated projections may change pending the outcome of the required study work.
- h) Neighbourhood commercial uses may be considered in residential neighbourhoods provided they are in keeping with Section 4.7.4.2 of the Town’s Official Plan.
- i) Storm water management (SWM) facilities are essential for sustainable development, including residential areas. As such and given the exact size and location of facilities is determined after detailed engineering studies have been provided with development plans; SWM facilities shall be considered a permitted use within both the Low Density Residential and

Medium Density Residential designations of this Plan. Appropriate zoning shall be applied as a part of the development process and once location and size have been finalized.

4.19.6 Low Density Residential

- a) The lands designated on Schedule “STV-2” as “Low Density Residential” shall be reserved for single detached, semi-detached and duplex dwellings and uses accessory thereto, and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.
- b) An overall target of not more than 70% Low Density residential yield shall be anticipated within the Plan Area. In effort to achieve this target, lower density dwellings (detached, semi-detached and duplex) should comprise roughly half of all new development form/type. A Low Density range of up to 16 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify lower density housing stock.
- c) Schedule “STVN-2” provides for approximately 70 additional low density units, not including those in existing registered and draft approved plans of subdivision (approx. 115 units) for an estimated total of 185 units over the long term. The yield reflects the existing lot fabric and anticipates retention of some larger existing residential lots. New or redeveloping lower density development can be expected to comprise smaller lot area and dimension. This will also make efficient use of infrastructure while broadening choice and affordability in the low density form over the course of the planning period.
- d) Areas of Low Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.19.13.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.
- e) Existing Residential area lot fabric between Coral Avenue and Settler’s Cove, west of Stevensville Road, represents largely underutilized residential lands. The Town supports consolidation of property or a bound landowners group exploring the residential in-filling of this area with compatible residential development. Schedule STV-2 illustrates a conceptual road to be able to access and service these lands, however alternative scenarios may

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

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

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

- g) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment having considered matters such as suitability and size of the site, proximity to arterial roads and core mixed use areas, parks and open space areas or in locations where such form can assist in mitigation and attenuation, such as residential lands adjacent to rail. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.19.5 d).
- h) Lands designated Low Density lying on either side of Stevensville Road, south of the CN Rail line, that are part of a much larger agricultural land holdings, may seek consents using the urban area boundary as the devising limit. The Town would consider a consent for that portion falling within the urban area to be in keeping with the Plan's intent and objectives. Services are presently available.

4.19.7 Medium Density Residential

- a) The lands designated on the Schedule "STVN-2" as "Medium Density Residential" shall be reserved for multiple-unit structures (townhomes and

apartment dwellings), their accessory uses and shall generally be governed by the Residential policies of Section 4.7 unless otherwise defined under this section.

- b) An overall minimum target of 30% Medium Density residential unit yield shall be anticipated within the Neighbourhood. In effort to achieve this target, medium density dwellings should comprise just over half of all new development. A Medium Density range of 17 to 50 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.
- c) Schedule “STV-2” provides for approximately 200 new Medium Density units, exclusive of any existing registered and draft approved plans containing multi-unit dwellings
- d) Developers with existing draft approved plans of subdivision within the Plan Area will be encouraged to consider modifying their plans to incorporate additional medium density, having taken into account such matters as suitability and size of the site, proximity to arterial roads and core mixed use areas, parks and open space areas, or in locations where the subsequent built form can assist in mitigation and attenuation, such as residential lands adjacent to rail. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.19.5 d).
- e) The Plan anticipates approximately 150 units to be developed in two or three low-rise (two or three storey) apartments in the medium density areas immediately adjacent to the village core area. These locations may also be suitable for seniors development that may provide for a level of semi-assisted or fully assisted senior accommodation. A variety of tenure (condominium, life lease and rental) is encouraged to provide broader choice.

Fully assisted or nursing home as an institutional use, shall be permitted in the Medium Density designation requiring only a By-law amendment, without the need to amend this Plan. Development containing fully assisted senior care, in whole or in part, may increase density on the site to 75 units/ha. for that portion devoted to such use.

The remaining estimate of 50 units within these core shoulder areas are anticipated to be in the form of ground-based single and two storey street or block townhome development in a variety of tenures.

- f) Areas of Medium Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.19.13.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.
- g) Maximum density of the lands located on the southeast corner of Coral Avenue and West Main Street, known municipally as 3801 West Main Street, shall be 32 un./ha. Site specific zoning shall provide regulation for this property as a whole. This property may be eligible for consent provided a zoning By-law amendment can be approved that is in keeping with the intent of the Town Comprehensive Zoning By-law as amended from time to time, and the combined overall density would not exceed 32 un/ha. Notwithstanding 4.19.7 i) herein, a severed parcel would be permitted to have a single or semi-detached dwelling, provided the severed parcel does not exceed 2 dwelling units in total. Site Plan Approval would be required for both severed and retained lands.
- h) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.
- i) An amendment to this Plan will be required to justify Low Density residential development on lands designated as Medium Density Residential in this Plan.
- j) Notwithstanding 4.19,7 a) and 4.19.7 i) to the contrary, a vacant lot of record may be used for a single detached residential dwelling if zoned for such use prior to approval of this Plan. Regulations for the single detached dwelling would need to meet with the minimum requirements of the previous zone.

4.19.8 Core Mixed-Use

- a) The lands designated as “Core Mixed-Use” on Schedule “STV-2” shall be reserved for a variety of retail and office uses, as well as residential uses. The Core Mixed Use areas are shown on Schedule “STV-2” and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.
- i. Section 4.8.1.III provides that Core Mixed Use areas will be identified through the neighbourhood planning process leading to a Secondary Plan for adoption into the Town’s Official Plan document.

- ii. The Town recognizes the cultural and community centre as being in the immediate vicinity of Stevensville Road and East & West Main Streets, including lands on the north side of Black Creek on Stevensville Road. The Community's development origins trace outwards from this "village" core in the earliest days of the agricultural community's beginnings. The retention of small town or village "feel" is a key objective of this Plan.

In light of the desired goal, the Plan identifies a "Core Mixed Use" designation that encompasses the "village" core area. It is within this "Core Mixed Use" designation that efforts be made to reinforce a pedestrian environment, conducive to smaller footprint commerce and tourism interests. Public realm enhancement and urban design are to be used in new development, both public and private, in order to further reinforce "character" in a manner that is complimentary. This does not mean replication of period architecture as a requirement, but rather as a consideration, together with such design aspects as pedestrian scale and massing of buildings, placement on the lot and landscaping treatments. The implementing zoning By-law will provide appropriate regulation to guide these objectives.

- iii. New development and re-development in the Core Mixed Use area should include provision of residential development together with at-grade commercial and/or second floor office space. Residential is preferred to occupy second or third storey space within the Core Mixed Use designation, however the implementing By-law may provide for adjoining residential to be situated at grade, provided it does not detract from the primary at-grade commercial purpose and use.
- iv. There are opportunities for new development and building additions on a number of properties within the Core Mixed Use designation that will assist in better defining a street-wall, in what can be described as an incomplete or permeated streetscape; this is more the case for properties on the north side of Black Creek.

Over time, building and property owners are encouraged to make such modifications to increase the commercial density without need for expanding the designation. Increased street-front building presence will aide in creating the downtown or village environment where an increased pedestrian presence is both anticipated and expected.

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

- vi. The Core Mixed Use designation primarily represents the traditional commercial core area, its associated residential components and shouldering period residential building stock. The Town recognizes this village setting as being of fundamental value to the residents of the community. Efforts to retain and enhance this village setting with a pedestrian orientated public realm are of primary interest to all stakeholders.
- vii. The Town may wish to consider undertaking an urban design guideline study, depending on available funding opportunities or partnerships.

Until such time that Urban Design Guidelines may be approved, the following site design and urban design principles / guidelines should be acknowledged in submission and review of new development applications within the village Core Mixed Use designation:

Stevensville Core Mixed Use Area

- i. Buildings existing in the core area are generally characterized as having been one of two distinct built forms. Firstly, “purpose built” commercial or institutional uses of earlier years and secondly, residential buildings, some of which have been modified or adapted with commercial false front façade additions as the commercial expanded into the neighbouring residential properties. Building setbacks vary under present circumstances and it is desirable in the mixed–use designation to bring the building stock forward to the street line when the opportunity is available to do so.
- ii. Not all buildings hold potential for expansion or modification, in which case, any adjacent properties undertaking such changes shall have regard for neighbouring building existing (constructed) setbacks. Core Mixed Use zoning implemented elsewhere in the Town have typically recognized existing historical downtown environments with zero front and side yard setbacks.
- iii. Stevensville’s core area was not constructed in the same manner and most (not all) of the current building stock within the Core Mixed Use designation do have front and side yard setbacks similar to that of contemporary residential standards. Consideration shall be given to the implementing By-law for this new Mixed Use environment to further reduce setbacks and allow expansion for commercial purposes. While the implementing By-law may or may not create a zero setback environment, it should improve available building envelopes to enable forward placement of buildings or expansion on a lot. However, new buildings should attempt to transition through an average setback of

- adjacent buildings to the front lot line, unless the existing setback is greater than 6m, in which case 6m should represent a maximum setback for new commercial construction.
- iv. New buildings purpose built for restaurant or tavern use may be allowed to setback for the purposes of creating patio space as part of their planned operations. Regardless, setbacks of more than 6m are discouraged to limit a punctured appearance of the street wall.
 - v. New or re-developed buildings within the Core Mixed Use designation should maintain an appropriate pedestrian scale within a village context and therefore buildings are strongly encouraged to provide a minimum of 2 storeys and a maximum of 3 storeys with “at-grade” retail/commercial floor space adjacent to the front lot line for the main level and being accessible from the street. At least one upper level should provide for residential dwellings. Office uses can comprise a second floor of a 3 storey building.
 - vi. Building materials selected for new or redeveloping sites should be of high quality and provide some elements that can be related to other existing built form or heritage architecture from within the village core area. The village feel and character should be the first measure of design when new proposals are received and reviewed for permit or variance.
 - vii. Buildings located on street corners are encouraged to present exposed facades that are of high quality in materials and detail. Architectural detailing of same quality should be applied to both street frontages. Depending on internal layout and structural ability, windows are encouraged for all levels exposed to the public realm. Rhythm of window openings on upper levels should be a consideration in conjunction with efforts to maximize glazing at street level.
 - viii. Ownership of the existing buildings within the Core Mixed Use designation are encouraged to maintain and enhance architectural attributes of buildings particularly those which reflect heritage components or elements that add to the authenticity of the village experience.
 - ix. When considering site design for new or re-developing properties in the Core Mixed Use designation, residential parking in the rear or side yard is preferred and shall conform to municipal By-law requirements.
 - x. Properties and buildings not located directly on Stevensville Road within the Core Mixed Use designation are encouraged to maintain high quality appearance and curb appeal to assist in shouldering the core and to extend the ambiance of the village setting.
- f) Bed and Breakfast establishments, as a Home Occupation, shall be permitted in existing detached residential dwellings within the Core Mixed

Use designation, provided applicable zoning provisions can be met, including provision of adequate on-site parking and licensing.

- g) New development in the Core Mixed Use designation shall provide at grade commercial uses and include a residential component. Owners of existing buildings with suitable upper levels that can be converted for residential use shall be encouraged to do so, subject to applicable zoning provisions such as parking and outdoor amenity area requirements.
- h) The Town shall implement the appropriate zoning to reflect the Core Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions.
- i) The Town encourages the creation of a Business Improvement Area for the “Village” Core Mixed Use area that may, or may not; extend to include all Core Mixed Use and Gateway Highway Commercial lands along the Stevensville Road.
- j) The Town shall seek to implement and administer incentive programs to assist eligible properties within the Core Mixed Use area with programs such as Facade Improvement, Signage Improvement and potentially Interior Renovation for Conversion to provide for additional residential.
- k) Any existing buildings subject of conversion or addition for the purpose of mixed use shall require Site Plan Control and be subject to inspections to ensure Ontario Building and Fire Code Standards are being met.
- l) The maximum height for new construction/buildings within the Core Mixed Use designations shall be 3 storeys (12m)
- m) Drive-thru facilities associated with restaurants, banks or any other type of commercial dispensary shall be prohibited within the Core Mixed Use designation. Commercial operations using drive-thru services will be encouraged to locate in the “Gateway Highway Commercial” area north of Eagle Street.
- n) Residential associated with Core Mixed Use shall not be subject to minimum or maximum density range. Residential components will, however, be subject to minimum standards for dwelling unit sizes and any other applicable zoning requirements identified in the implementing zoning by-law, including being within a mixed use building that has a maximum 3 storey (12m) height maximum.

- o) Commercial and residential floor space within the Core Mixed Use designation shall be subject to the general provisions of the Town's Comprehensive Zoning By-law as amended from time to time.
- p) The Town supports cultural festival activities within the Core Area as a means of stimulating commercial activity and community building.
- q) New automotive related uses are not permitted in Core Mixed Use areas and shall be encouraged to locate in the Stevensville Gateway Highway Commercial area.
- r) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.
- s) The lands located at 2596 Stevensville Road shall be permitted to have non-automotive repair and similar uses, subject to site specific zoning to regulate accordingly.

4.19.9 Commercial

- a) The "Commercial" areas are shown on Schedule "STV-2" and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.
- b) There are two smaller areas of Commercial designation lying in the southern Plan Area along Stevensville Road that have traditionally supplied automotive type highway commercial uses. These commercial uses are being retained in the Plan. Consideration of the long term use as commercial in this location, towards a more compatible residential designation may be of interest to the property owners or Council.

Such consideration would require amendment to this Plan and an Environmental Site Assessment on the suitability of the lands to be used for a more sensitive land use. A Record of Site Condition would also be required prior to such an amendment being considered.

Should consideration be given to re-designating and redeveloping these commercial sites, further consideration may be given to Brownfield CIP incentives should remedial works be required.

- c) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.9.1 Stevensville “Gateway Highway Commercial”

- a) The “Gateway Highway Commercial” area are shown on Schedule “STV-2” shall generally be governed by the policies of Section 4.9.4 unless otherwise defined under this section
- b) In light of the potential highway lying immediately north of the community, the development of more contemporary auto-friendly commercial site design and operation are directed to locate within the Gateway Highway Commercial area where sites are capable of providing for the intended design need and will cater to local population, employment lands workforce, tourism and commuting or transient public.
- c) The designated area provides larger parcels of land capable of developing in a more contemporary highway commercial context, with auto-oriented commercial businesses and on-site parking. The Town recognizes this distinction, which separates itself from the pedestrian oriented Core Mixed Use area established for the traditional village core of Stevensville. The policies of this section intend to support that distinction.
- d) The “Gateway” Highway Commercial area is a term coined by the Community Focus Group to describe a desirable impression when entering Stevensville. Whether remaining as presently configured, or as part of a perception generated as a result of potential highway off-ramping leading into this commercial environment, the term “Gateway” is being used in a land use context and does not represent municipal naming preference. It is simply used to provide description and describe location for this urban area entry point.

Should the future highway come into being, the commercial significance and range of consumers attraction can be expected to increase accordingly.

MODIFICATION #1

<p><u>DEFERRED</u> <u>Statement</u> <u>references</u> <u>deferred</u> <u>section</u> <u>4.19.14.1</u></p>	<p>Commercial development occurring in the Gateway Highway Commercial designation shall have regard for transportation policies; particularly policy 4.19.14.1.</p> <p>e) Commercial development within the Gateway Highway Commercial area is encouraged to cluster and share access points from Stevensville Road for improved safety and traffic control management.</p>
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- f) All development within the Gateway Highway Commercial area will require on-site parking, consistent with the general provisions of the Town's comprehensive zoning by-law.
- g) No less than 15% of the zoned commercial lot area shall be comprised of landscaped open space including planting strips with a focus on providing landscaped areas and enhanced treatment along the street frontage.
- h) Commercial operations that utilize drive-thru facilities as part of their operations would be permitted within the Gateway Highway Commercial area provided the design of such facilities does not impact on functional driveway and roadway operation. Site Plan Control shall ensure adequate manoeuvrability, stacking provision and placement does not create conflicts or interfere with site ingress and egress.
- i) Drive-thru operations shall be required to address such matters as visual and aesthetic impact on adjacent properties through site plan submission of building elevation drawings in conjunction with landscaping plan detail and matching elevations.
- j) As the road servicing the Gateway Highway Commercial area is under regional jurisdiction, the Region of Niagara shall be consulted in the preparation of Urban Design Guidelines with respect to their road allowances.
- k) Pending the outcome of future Phase 2 EA Highway Corridor study, the Town may wish to consider developing Urban Design Guidelines to unify an overall Commercial Gateway image. Such guideline development will be subject to budgetary allocation.
- l) Until such time that Urban Design Guidelines may be approved, the following site design principles / guidelines should be acknowledged in submission and review for new development applications within the Stevensville Commercial Highway Gateway area:
 - vi. Recognizing that considerable commuter and tourist vehicular traffic will continue to exist as a component of the overall consumer base, efforts to balance the need for access and parking with those of purely active transportation in origin must be given careful consideration;
 - vii. Provide opportunities for buildings to extend towards the street frontage with provision of clearly identifiable pedestrian linkage and access to the site and buildings from the roadway;

- viii. High quality building materials should be used for all facades with material, colour change and surface relief employed to visually break up large wall space.
 - ix. Ample glazing should address the road and parking areas with articulating features such as awnings and bump-outs used to identify building or unit access points
 - x. A variety of compatible colour and finishes should be considered for multi-unit commercial buildings;
 - xi. Parking areas are encouraged to be located at the side and towards the rear of new commercial development, so as to not diminish pedestrian accessibility from the roadway. Despite this commercial area's auto-friendly acceptance, pedestrian movement should not be compromised. Providing appropriate pedestrian linkage from the surrounding commercial, employment and village areas is an important component, as not everyone accessing this commercial area will do so by motor vehicle. All areas within the Secondary Plan, including the Gateway Highway Commercial area, should be considered part of the walkable neighbourhood.
 - xii. Loading areas should be located at the rear of buildings;
 - xiii. Inter-site connectivity through mutual easements and agreements for vehicular and pedestrian traffic is encouraged to limit the amount of vehicular access points required from the regional roadway;
 - xiv. Incorporating site furniture such as benches and bicycle racks should be provided for;
 - xv. An enhanced landscaping treatment along street frontages and pedestrian routes is required. Other treatments such as low, decorative fencing in combination with landscape plantings may be used to demarcate outdoor patios, but are discouraged for property demarcation;
 - xvi. A minimum of 15% landscaped open space for the properties in the Gateway Highway Commercial area is required and should focus and direct landscaping towards the street frontage;
 - xvii. Pylon and pole signage should be contextually sensitive. Multi-unit commercial tenants are encouraged to utilize clustering on a single shared pylon or pole sign.
 - xviii. Drive-thru operations should be designed to address such matters as visual and aesthetic impact on adjacent properties and public road allowances.
- m) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.10 Employment Lands (Industrial)

- a) The development of employment lands in Stevensville will significantly contribute to the long-term sustainability as a complete community. In this respect ample designated employment lands have been provided for in Stevensville within the urban area boundary. These employment lands can take advantage of quick direct access to the QEW, existing rail corridor and future MTO corridor.
- b) To further promote the development of Stevensville employment lands, eligible employment development can utilize incentives offered through the Town's Gateway Economic Zone Community Improvement Plan.
- c) Industrial development occurring in the northeast area of this Plan shall have regard for transportation policies, particularly policy 4.19.14.1.
- d) Policies of Section 4.10 shall apply to all Industrial lands within the Stevensville Secondary Plan Area. Section 4.10 provides general comprehensive policy coverage for Industrial lands within the Plan Area and shall be relied upon for guidance when development is being considered.
- e) Notwithstanding the policies of Section 4.10:
 - i. Industrial lands with an Environmental Conservation overlay south of the C.P Rail, as shown on Schedule STV-2, shall develop for prestige and/or light industrial uses. Development shall be subject to the Natural Heritage policies of Section 8 and the types of Industrial uses shall comply with the D6 Guidelines of the Ministry of the Environment; and
 - ii. New Development of the Industrial lands just east of Stevensville Road, south of Eagle Street and north of CP Rail, as shown on Schedule STV-2, shall comply with the D6 guidelines relative to Institutional and Medium Density designated residential lands south of the CP Rail right-of-way.
 - iii. Outside storage of materials or goods shall only be permitted in areas screened from residences or public realm and the nature of the storage does not cause compatibility issues to more sensitive lands uses.
- f) New development shall be subject to [*Accessibility for Ontarians with Disabilities Act, 2005*](#) and any relevant Regulations made thereunder concerning full accessibility and barrier free design where required.

- g) Lands designated Industrial lying south of the CP Rail lands, east of Winger Road are part of a much larger agricultural land holding. The Town would consider a consent for that portion falling within the urban area to be in keeping with the Plan's intent and objectives. Sanitary sewer is available in the road allowance; however a municipal water supply or potable water supply solution would still be required prior to any Site Plan or construction approvals.

4.19.11 Institutional

- a) The lands designated on Schedule "STV-2" as "Institutional" recognize the existing institutional uses established within the Secondary Plan Area. The designation within the Plan Area shall be reserved for a variety of public and institutional uses and be generally governed by the parent Official Plan policies of Section 4.12.
- b) Accessibility shall be considered for any development or redevelopment proposals as administered through the Ontario Building Code.

4.19.12 Open Space

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

Lands identified under an "Open Space" designation within the Stevensville Secondary Plan Area are further defined as provided for below.

4.19.12.1 Open Space – Parks (Community, Neighbourhood and Specialized)

- a) The Town of Fort Erie's Parks and Open Space Master Plan shall serve to generally guide the appropriate location and effective service area distribution for parks within the Secondary Plan Area.
- b) Parks are shown on most Schedules of this Plan. The location and general size of parks, based on the current Master Plan, have been relatively satisfied in terms of proximity to residents and service areas. Minor additions may be considered for the park space at Memorial Hall and Memory Park.
- c) Developers can expect cash-in-lieu as the alternate to parkland dedication will be the primary method of satisfying dedication requirements for new

development under the Planning Act. This may not always be the case, however, since the majority of the community is in a built-up or approved status, parkland service locations and coverage area are already in place and defined.

- d) Amenities provided or planned for the various parks within this Secondary Plan shall be in keeping with those identified under the Park and Open Space Master Plan.
- e) Town owned parks fall within three classifications as stated in the Parks and Open Space Master Plan. The following policies are intended to identify objectives of the Town as it relates to:

Community Parks

- i. United Empire Loyalist Park is classified as a Community Park and also fulfills the role of Neighbourhood Park in that most residents make use of “Stevensville Mini Park” being unaware that it is in fact part of the United Empire Loyalist Community Park complex. Since this portion of the park is south of Black Creek and situated along West Main Street, this southern portion has provided for a Neighbourhood Park component.

The vast majority of United Empire Loyalist Park is not within the Secondary Plan Area (Urban Area Boundary), however, being immediately adjacent, its role in serving Stevensville and the broader community is, by extension and regardless of the urban boundary, considered a Stevensville community asset, capable of hosting larger organized field and sporting events.

Similar to the “Stevensville Mini Park” identifier, the larger park portion accessed from Ott Road, is commonly referred to as “Ott Road Park”. This again, is all part of the United Empire Loyalist Park complex, which is classified as a “Community Park”.

Neighbourhood Parks

- i. In addition to the portion of United Empire Loyalist Park, locally known and referred to as “Stevensville Mini Park”, which services the western end of the community, Stevensville Memorial Park (at the Library and Hall) provides for a Neighbourhood Park space in the eastern half of the community.
- ii. The Secondary Plan has identified a small addition to Stevensville Memorial Park, immediately east of Climenhage Street. The Town

deems this parkland addition as desirable and will seek opportunities for further addition should the opportunity be presented in future.

Specialized Parks

- i. Memory Park is a Specialized Park located on Stevensville Road, immediately adjacent to Black Creek on the north side. This park space is centrally located and has been the benefactor of service group donations for improvement in past. The Town supports continued effort to improve this park space, by making use of the full site area, which extends farther back from the Stevensville Road than presently utilized.
- ii. A longer term goal of creating and constructing a recreational trail system along the north side of Black Creek is envisioned. The trail would extend the distance of the community and run through Memory Park. Such a connection will make the park space more accessible to the broader public and serve in a capacity as a hub or transitional point between the village or civic culture and that of the active/passive recreational culture associated with the trail's use.
- iii. Establishing a specialized park that serves as a civic square or civic space may be considered within the village core area. Options on the feasibility of a civic square, which may include Memory Park or the available space in front of the Memorial Hall, will be part of the 2016 Parks and Open Space Master Plan review process.
- iv. Open Space lands located east of Stevensville Road along the north side of CN lands are generally removed from open view and access from road or walkways. During the Parks and Open Space Master Plan review, consideration on developing these lands or part of these lands for use as a “dog park” may be considered.

4.19.12.2 Open Space – Trail and Linkage

- a) The Town supports linkage opportunities that assist in providing improved pedestrian connection and access to points of interest such as, but not limited to, the village core area, Memory Park, United Empire Loyalist Park, Stevensville Public School, Memorial Hall and the Library. When considering Stevensville's present built environment, the most suitable location for establishing additional pedestrian linkage is on lands along the north side of Black Creek.

- b) The Town shall make every effort to ensure publicly accessible linkage opportunities are protected and accessible when new development or re-development is proposed within the Plan Area.
- c) Trail development through select Environmental Area designations identified on Schedules STV-3 and STV-3a is considered desirable by the Town. The Town may pursue trail network connectivity where feasible to do so, in consultation with the Niagara Peninsula Conservation Authority and/or MNR, in effort to provide for an enhanced open space network within a variety of different natural settings for natural heritage education and passive recreational enjoyment.
- d) The Town may consider, acquire or become the benefactor of land for linkage purposes; however, the Town is under no obligation to purchase or accept lands for linkage that, in the opinion of the Town, does not serve to provide opportunity for long term continuous or contiguous connection. Linkage opportunities will be reviewed on an ongoing basis by the Town during secondary planning and individual application submissions.
- e) The multi-use trail shown on the Schedules of this Secondary Plan is conceptual. The Town shall work with all relevant departments and agencies in determining a more definitive location.
- f) Implementing the planned trail along the north side of Black Creek is anticipated to be done incrementally through development applications, donation or planned purchase, when within financial means of the Town to do so. Until such time, alternative locations for linkage may be used. For example, where the trail is shown on the immediate west side of Stevensville Road, an alternate location may be located along Pirson Street until such time that the Town is in a position to secure the long term connecting link. Conceptual trails shown across privately owned/occupied lands does not imply expropriation.
- g) Linkage opportunities are represented on Schedules STV-3, 3a and 4 of this Plan and illustrate a preferred series or network of connection. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved, un-paved and naturalized trails systems.

4.19.13 Natural Heritage

4.19.13.1 General

- a) Policies of Section 8 shall apply to all Natural Heritage resources within the Stevensville Secondary Plan Area. Section 8 provides comprehensive policy coverage for all relevant environmental features within the Plan Area and shall be relied upon for guidance when development is being considered in, or within defined proximity to environmental features or sensitive areas.
- b) Determination of any natural feature boundaries or environmental study requirements will be identified/confirmed during mandatory pre-consultation for Planning Act applications, or on permit application review for site or building expansions in cases where the lands are regulated under the Conservation Authorities Act, as administered by the Niagara Peninsula Conservation Authority, and in accordance with Section 8 of the Official Plan.
- c) Determination of EIS requirements shall be based on Regional EIS Guidelines with administration and approval authority having been set out as per the Memorandum of Understanding (MOU) between local and regional governments and the Niagara Peninsula Conservation Authority.
- d) There may be unique circumstances that need to be recognized as a result of existing conditions, such as existing dwellings within wetland buffers and lots of record within hazard lands. Any such unique circumstances will be identified and discussed if and when a planning application or building permit application is filed with the Town and/or having been identified during pre-consultation. Determination of the applicable approval authority will be dependent on the nature of the existing condition and the environmental designation or constraint impacted. The MOU will be referenced in determining approval authority.

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

- e) Schedule STV-2 of the Stevensville Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules STV-3 and STV-3a, and are further broken down to illustrate the specific natural feature or hazard land components.

- f) The Stevensville Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule STV-2. Development may be permitted in an Environmental Conservation Area subject to an EIS having been conducted and the Terms of Reference approved prior to initiating the EIS by the applicable approval authority.
- g) Schedule STV-3a of this Plan identifies a creek tributary crossing Stevensville Road lying just south of the CNR Right-of-Way. This tributary is identified by NPCA as Type 1- Critical Fish Habitat and traverses lands designated as Low Density Residential by this Plan. Any development activity in this area shall comply with the 30m setback provisions from top of bank in order to protect fish habitat. Should the NPCA identify any wetland features along the tributary, the wetland regulations of the NPCA shall apply.

The NPCA shall be consulted with respect to any development on these lands.

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

4.19.13.2 Environmental Protection Area

- a) Environmental Protection Areas are comprised of Provincially Significant Wetlands (PSW's) and lands subject to natural hazard conditions as described in Section 8.2.4.
- b) PSW's are identified on Schedules STV-2 and STV-3. All PSW's are designated as Environmental Protection.
- c) The Plan Area contains several locations where PSW's are identified. Most are associated and defined along the shoulders of the Black Creek drainage course with several truncated sections resulting from the longstanding road networks. The only other wholly contained PSW is found in the northeastern portion of the Plan, which is surrounded by designated Industrial land. Any remaining PSW's are typically found outside of the Plan Area, however, may influence lands within the Plan with respect to setbacks for development. 30m of adjacent lands from PSW's lying just outside of the Secondary Plan limits are shown on Schedule "STV-3" to this Plan.

While it is recognized by NPCA that the common threshold for an EIS requirement adjacent to a PSW is 30m, the NPCA may request an EIS to

demonstrate no negative effects on a PSW within 120m of adjacent lands, depending on the nature of the development.

- d) The Ministry of Natural Resources (MNR) establishes the boundaries of wetland features and considers the evaluations to be open files. Property owners who wish to have wetland boundaries re-evaluated have the opportunity to do so in consultation with the MNR. The NPCA will provide guidance to the owner in establishing discussions with local MNR representatives if desired. Property owners should recognize that wetland features may change over time and may increase or decrease in size and will be evaluated as such by the MNR. The NPCA regulates identified wetlands under the Conservation Authorities Act.
- e) Schedules STV-2 and STV-3 illustrate the PSW features and the 30m adjacent land limits associated with the feature. Development within the adjacent land is regulated by the NPCA and generally not permitted unless approved by the NPCA.
- f) The 30m adjacent to the PSW's is represented by a line on the Schedules and also illustrates an underlying land use designation. This underlying land use designation does not constitute or secure development rights or potential without pre-consultation with the NPCA and Town on a supporting EIS and the EIS having been completed and accepted by the NPCA.
- g) Notwithstanding paragraph a) and c) herein, Section 4.19.13.1d) recognizes there may be unique circumstances for existing development in PSW adjacent lands, in which case, the need for an EIS will be determined through consultation with the Town and NPCA and will be subject to NPCA regulations in effect, as amended from time to time.
- h) Natural Hazards are reflected on Schedules STV-2 (contained within the Environmental Protection designation) and further broken down on Schedule STV-3 and STV-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Stevensville Secondary Plan Area.
- i) There may be instances where the Environmental Protection Area designation limit is the result of NPCA defined areas requiring further study to confirm actual limits. More specifically, areas where slopes have been identified as being in excess of 3:1 and greater than 3m in height from top to toe. Where such areas exist in defining the EPA limits shown on this Plan's Schedules, studies to determine "stable top of slope" may be requested to confirm limits of development in relation to the slope as identified. Any

required modification to the limits of the Environmental Protection Area as a result of study findings will not require amendment to this Plan or the Zoning By-law.

4.19.13.3 Environmental Conservation

- a) Environmental Conservation Area designation comprises wooded areas over 2.0 ha. and the most sensitive of natural areas identified by the Town's Natural Areas Inventory. The Environmental Conservation Area designation is an overlay and is shown on Schedules STV-2, STV-3 and STV-4.
- b) When an EIS is required, the Region's guidelines will be followed. The guidelines contain requirements and procedures for scoping and waiving studies. The applicable approval authority shall have regard for the requirements, to simplify the approval process while allowing development that safeguards the natural environment.
- c) A Tree Preservation Plan may be required to implement the recommendations of an EIS, or to protect trees identified as worthy for protection. Requirements for a Tree Preservation Plan will be identified in conditions of draft plan or site plan approval.

4.19.13.4 Environmental Corridors

- a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule STV-3.
- b) Schedule "C" of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Stevensville Secondary Plan Area contains one such corridor, which is directly associated with the Black Creek tributary.
- c) There is a considerable amount of existing development along portions of these Environmental Corridor routes within the Plan Area. Where feasible, any proposals for new development may be requested to address how these routes could receive enhancement to assist in wildlife movement.

4.19.14 Transportation Systems (*Road Networks, Active Transportation and Public Transit*)

- a) “Transportation Systems” is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Stevensville Secondary Plan Area. These include, but are not limited to, Rail, Road, Future Highway, potential Transit service and Active Transportation infrastructure (either planned or existing sidewalks, bicycle lanes & trails)
- b) Transportation systems are shown on Schedule STV-4 of this Plan
- c) Council supports all modes of transportation and in order to address or provide for better means of implementing infrastructure requirements to support the Transportation System over the long term, review of current standards, or development of new standards may be required and prioritizing maintenance, construction and improvement will be considered annually through capital budgeting, and through development application activity.
- d) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects and work cooperatively when jurisdiction over transportation infrastructure is not solely with control of the Town.

4.19.14.1 “Preferred Corridor” Future 400 Series Highway

MODIFICATION #2

DEFERRED
Pending
outcome of
N-GTA
Planning and
Environmental
Class EA
Phase 2

- a) The Provincial Government is undertaking an Environmental Assessment (EA) to establish a Preferred Corridor and Right-of-Way for a 400 Series Highway connecting link between Highway 406 in Welland and the QEW between Netherby and Bowen Roads. Schedule STV-4 of this Plan illustrates the conceptual corridor as requested by the Town of Fort Erie Council, to be reflected in Regional Policy Plan Amendment No.6 and Phase 2 of the Provincial Niagara to Greater Toronto Area (N-GTA) Transportation Strategy when initiated.
- b) Further EA study work (a Phase 2 undertaking) has been identified as a “next step” in this Provincially led process to identify a 170m Right-of-Way within the “corridor”, which location could be adjusted, however, no associated timeline has been made available.

MODIFICATION #2

DEFERRED
Pending
outcome of
N-GTA
Planning and
Environmental
Class EA
Phase 2

b) At a higher level conceptual stage the Town supports this planned highway. Until such time that the Province acts to advance the required Phase 2 EA study and any subsequent corridor protection designation, and policy directives being implemented at the Regional level respectively, the Town will give consideration, to the best of its ability, on matters relating to any potential development activity in proximity to the identified corridor. In doing so, the Town may circulate development applications to the Region as a courtesy for comment, with the understanding that without corridor protection policies in-place, development activity and property owner rights have to be taken into account in processing applications for development.

c) For the purposes of this Secondary Plan, The Town envisions a full interchange being planned for Stevensville Road. Such an interchange would be extremely beneficial to the Employment lands within the Community and provide for general economic growth as a result of improved accessibility for all forms of commuter related traffic entering or passing through the community.

4.19.14.2 Road Networks

a) Further development of the road network within the Stevensville Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan.

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

c) The existing road networks within the Plan Area are generally developed in terms of travelled passage. The historical nature of the community was one of a rural crossroads community with subsequent development occurring in layers from Stevensville Road and East & West Main Street.

d) There are generally four categories of roadway hierarchy in the Plan Area (not including the potential future Provincial Highway). These would be defined as:

- Regional Arterial Road (Stevensville Road)
- Town Collector Roads (East & West Main Streets and Winger Road);
- Industrial Roads (Eagle Street); and
- Local Roads (all remaining)

e) While there are no “private” roads within Stevensville currently, it can be anticipated that private road development may be introduced at some point

in future. Such roads typically are associated with compact condominium type development and are permitted within the Town. In light of public road allowances located north of Black Creek that access Stevensville Road that are generally reduced in width (reflecting more of a laneway status), such roads may be permitted to extend as private roads to access and service available development lands beyond the existing development lining Stevensville Road. Any such private road development permitted shall remain the responsibility of the ownership for continued maintenance and upkeep, both at surface and sub-surface (primary services).

- f) In support of creating a pedestrian friendly environment within the newly designated Core Mixed Use area of the village core, the Town shall request regional cooperation in design of Stevensville Road that is in keeping with “Complete Streets” policy in a contextually sensitive manner. Such consideration shall include on-road bicycle lanes, on-street parking to service commercial within the core, traffic calming measures and strategies for traffic control beyond the core area that will contribute to speed reduction prior to entering the core. This may include signalized intersection(s), traffic circle or simply 4-way stop control. Safety is a concern on all roadways within the Plan Area with the highest priority placed at this location (Stevensville Road in the village core) given the volume of vehicles using Stevensville Road.
- g) Schedule STV-4 illustrates the road network within the Plan Area and any new development application shall have regard for ultimate road allowance widths (as identified in Section 12.7.4 and any regional requirements as conveyed in the Region’s Official Plan) in design and zoning setback regulation.
- h) The Region of Niagara determines ultimate road allowance width for roads under its jurisdiction. The Region will be circulated with respect to any application for development along Stevensville Road, at which time final determination on provision of any widening requirements will be identified.
- i) Town collector roads seek to establish an ultimate width of 23m and local roads are to seek a 20m road allowance. It is recognized these desired widths may not always be practical or obtainable. Determination of municipal road widening will be reviewed by the Town at the time of application submission or during road reconstruction/improvement projects.
- j) The Plan illustrates “conceptual” roads on portions of the Plan. These conceptual roads are provided as a guide for the purposes of demonstrating

efficient use of potentially developable land. Any proposals for areas where conceptual roads are shown may supply alternate designs, however, development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. An amendment to this Plan would not be required.

- k) Road widening and daylighting requirements shall be in keeping with the policies of Section 12.7.4.
- l) New road connections should be aligned with opposing roads or major driveways whenever possible.
- m) New road intersections and driveways connecting to Stevensville Road shall require Regional approval.

4.19.14.3 Active Transportation

- a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).
- b) Schedule “STV-4” illustrates components of the Active Transportation Network for the Stevensville Secondary Plan.
- c) Components of active transportation include on-road cycling lanes, off-road paths/trails and a contextually sensitive neighbourhood sidewalk system within the Plan Area to facilitate a safe and healthy alternative to vehicular travel and reliance.
- d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.
- e) Frequent destinations or points of interest, such as the library, school, parks and village core area should be given priority for connection when considering annual budget allocation. Connections that would support access to transit routes may also be considered where feasible.
- f) Where applicable, applications for development will be required to address and demonstrate how plans may integrate and provide for the necessary infrastructure to facilitate active transportation in relation to the overall network illustrated on Schedule “STV-4”.

- g) Consideration shall be given to provision of active transportation infrastructure contained within regional and local roadways during major reconstruction projects, including bicycle lanes as identified by regional cycling master plan and shown on STV-4. This would include consideration to their addition at the time of any re-surfacing projects (relating to bicycle lanes additions)
- h) Collector roads within the Plan Area shall be planned to provide for sidewalks on both sides. Council may consider single side locations in part or in whole following departmental review and recommendation.
- i) Wherever possible or practical, street lighting shall be provided on the same side of the roadway as the sidewalk and/or as described in the Town Street Lighting Policy.
- j) The Plan Area contains natural environment features that may be suitable for accommodating pedestrian trail linkage. Opportunities to enhance the overall pedestrian network with visual variety in a diversity of settings shall be encouraged. The NPCA will be consulted when trails are proposed in regulated areas. Efforts to connect east and west ends of the Plan Area with a recreational/educational trail is of interest to the Town. A conceptual recreational trail to serve in this capacity is illustrated on Schedule STV-4.
- k) Any trails associated with, or located in, Natural Features and Open Space areas (excluding some park designations) shall not be lit, thereby assisting in a nocturnal wildlife corridor function.
- l) Type of surface materials used on trail linkage in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.
- m) Wherever possible, the Town and Region will work cooperatively in establishing linkage to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation users. In Stevensville's case, effort shall focus on incremental implementation and support for municipal transit (to bridge geographic gaps) and on-road bicycle lanes on Stevensville Road, as identified in the Region's Cycling Master Plan.
- n) Active Transportation and Public Transit use are complimentary modes of transportation. Wherever feasible, provision of pedestrian linkage to established transit routes shall be encouraged.

4.19.14.4 Public Transit

- a) Conventional transit service is not presently provided to the Stevensville community. Community Focus Group participation in the development of this Secondary Plan have voiced transit service provision as high priority and until such time that population and employment densities increase, making it more sustainable and financially feasible to extend conventional service to Stevensville, this Secondary Plan shall have regard for implementation in the context of “future” transit provision.
- b) Stevensville is presently provided with municipal “Accessible Specialized Transit” service and the Town supports its continued operation separate to that of a desired “conventional” transit service being established.
- c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional routes that may, or may not supplement a level of transit connection from Stevensville to the Fort Erie urban area, in addition to that of its primary and intended inter-municipal service.
- d) Although not shown on Schedule “STV-4”, and considered to be a longer term objective, the Gateway Highway Commercial area should be promoted for a regional transit hub with local transit connection when regional service levels are capable of expansion. This would also provide the Ridgeway and Crystal Beach Neighbourhoods with a more direct alternative to accessing regional transit service without having to travel to the current regional hub at Thompson and Garrison Road (Walmart). Such consideration may also elevate or expedite local transit service implementation and connection to the Stevensville community.
- e) Conceptual local transit routing and potential transit stops are illustrated on Schedule “STV-4”, the location of which, supports the land uses shown on Schedule STV-2. An amendment to this plan shall not be required to modify or change routing or stops.
- f) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.19.15 Parking

- a) The majority of the Secondary Plan Area is largely low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic.
- b) The Town shall monitor on-street parking throughout the community and may recommend restrictions to alleviate any safety issues if deemed appropriate.
- c) When streets with sufficient road allowance width are identified for reconstruction, consideration will be given to the provision of a full parking lane on at least one side of the street wherever feasible.
- d) The Town shall work cooperatively with the Region when capital projects are being designed and undertaken within the Mixed Use Area. The Town seeks to create a pedestrian environment that would include “on-street” parking within the core area and as a result, encourage the region assist in this goal.
- e) Any new municipal or private parking areas shall be designed and constructed in a way that provides adequate screening and landscape buffering where abutting residential properties.
- f) Parking in the Gateway Highway Commercial area will be required on-site for commercial development, taking into account any approved urban design guidelines when commercial site design is first being considered.
- g) Landscaped areas will be requested for large parking lots. Landscaping requirements shall be focused along the road frontages and shall provide for generous landscaped buffering and planting strips between the roadway and parking areas, using high quality materials and plant stock. No less than 15% of the lot area shall be comprised of landscaped open space including planting strips.
- h) Parking area lighting shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided.
- i) As the Region maintains control over access (ingress/egress) to Stevensville Road, developers of lands within the Gateway Highway Commercial area are

encouraged to consider inter-lot connections by way of mutual access easements and agreements.

4.19.16 Cultural Heritage

- a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.
- b) The Town recognizes the setting and cultural heritage of Stevensville as being that of an agricultural origin. Residents of the community have expressed their desire to maintain the small town or village “feel”.
- c) In developing Urban Design Guidelines for Stevensville’s village core, the Town will seek to ensure guidelines address cultural and historical elements that should be maintained and enhanced in effort to strengthen the image and village character sought by residents.
- d) Council may consider periodic recommendations from the Fort Erie Museum and Cultural Heritage Advisory Committee concerning property/structure designations.
- e) The Secondary Plan presently does not have any designated heritage properties. Two properties (3 structures) have been identified as being of interest and subsequently added to the Municipal Registry for potential or future designation. The Town has relied on voluntary designation of heritage properties and shall continue to act in this manner. The Town encourages designation of such properties and will work cooperatively with ownership in effort to facilitate designation.
- f) The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Stevensville’s built heritage and from time to time, may recommend for Council’s consideration, properties for addition to the Municipal Registry following the Committee’s more detailed review of community building stock.
- g) The Stevensville Secondary Plan Area contains areas of archaeological potential. New development proposals may require an archaeological assessment study prepared by a qualified individual or firm to accompany any such development application. The parent Official Plan Schedule 'D' - Cultural Heritage Archeological Zones of Potential identifies areas subject to this requirement. Need for any such study shall be confirmed through mandatory pre-consultation prior to any application submission.

4.19.17 Municipal Services

- a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.
- b) Municipal services such as sanitary and storm sewers, stormwater management facilities and municipal drainage will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Stevensville Secondary Plan Area.
- c) Based on findings of the 2010 Waste Water / Stormwater Master Plan study (*XCG Consultants Ltd.*), no immediate servicing concerns respecting sanitary capacity of the sewer network for the Plan Area were identified.
- d) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10 year capital projects budget.
- e) All new development shall require approval of storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events. Additionally, engineering solutions for storm water management that improve infiltration and assist in improving groundwater quality and recharge will be considered relative to the feasibility and practicality of their implementation.
- f) Existing municipal water supply is currently available to service the Plan Area. All new development may be required to loop watermains wherever opportunity exists to do so.
- g) The Region of Niagara has completed a B Class Environmental Assessment on a portion of lands designated for Medium Density Residential on Schedule STV-2. On completion of the Environmental Assessment, the Town may redesignate and rezone the final limits to reflect the use through housekeeping amendments. The Town may simply choose to rezone without an amendment to this Plan.
- h) There are presently no restrictions to development within Stevensville under current water supply conditions. The expansion is to secure water supply for Stevensville and Douglastown over the long term.
- i) All new development within the Secondary Plan Area shall be developed with full municipal services with exception of minor in-filling through consent on roads serviced by open ditch and rural cross section.

- j) Servicing the lands north of Black Creek, west of Stevensville Road will require tributary (Stevensville Municipal Drain) crossings for public or private roads, water and sanitary sewer. The Town shall work cooperatively with approval authorities and development interests in securing future viability for development in this area. Minor changes to designation limits may be adjusted to those which are shown on the Schedules of this Plan without amendment, provided site specific zoning that reflects final limits are to the satisfaction of the respective approval authorities. Land Use designation changes may follow during regular housekeeping exercises. Where a division of land use is that of a constraining feature (eg. Flood Plain), supporting studies will be required for relevant approval authorities review and approval.

4.19.18 Utilities

- a) Utility providers are encouraged to consult with the Town when new major plant locations or infrastructure is required or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses. Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are compatible with existing and planned development in effort to reduce or eliminate potential conflicts,
- b) Utility providers shall ensure their respective utility has been planned and located in accordance with any relevant safety regulations, separation requirements and/or municipal standards, either through individual utility plant location or as part of a combined installation.

4.19.19 Neighbourhood Gateways & Landmarks

- a) Schedule STV-2 illustrates Gateway symbols at key locations in the Plan Area. These “gateways” are generally the north and south entry points into the community.
- b. Gateway features act to provide both physical and psychological queues on demarcation of community boundary. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

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

- c. Gateways and Landmark features can be further defined through the preparation of Urban Design Guidelines.
- d. When municipal wayfinding signage is being considered in close proximity gateway features, the signage should be situated in such a manner that it does not compete with the Gateway or Landmark features.
- e. Any Gateway or Landmark Feature planned along a regional road will require consultation with regional staff and potentially an approval depending on actual position or placement.








4.19.20 Interpretation of the Plan

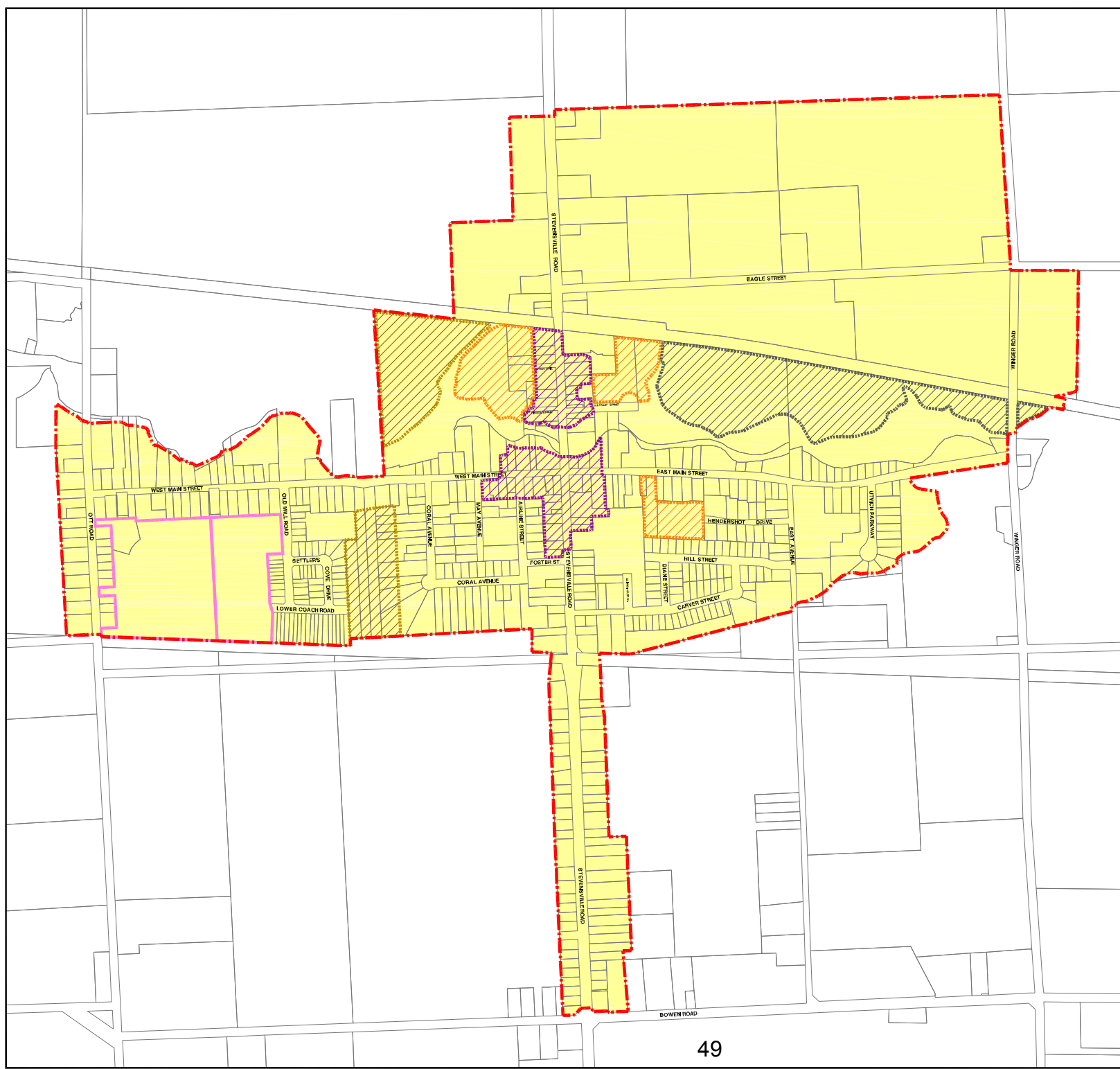
The Stevensville Secondary Plan (Official Plan Amendment No.24) consists of Sections 4.19.1 through 4.19.20, and Schedules “STV-1”, “STV-2”, “STV-3”, “STV-3a” and “STV-4”.

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

**PROVINCIAL COMPLIANCE
WITHIN THE URBAN AREA**

LEGEND

-  Secondary Plan Limit (Urban Area Boundary)
-  Built-Up Area (Growth Plan Designation)
-  Under Utilized / Infilling
-  Residential Intensification
-  Core Mixed Use Intensification
-  New Light Industrial Designation
-  Draft Approved / Registered Plans



COMMUNITY & DEVELOPMENT SERVICES



DATE: MAY 11, 2015
 SCALE: N.T.S.
 DRAWN: CSM

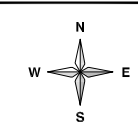
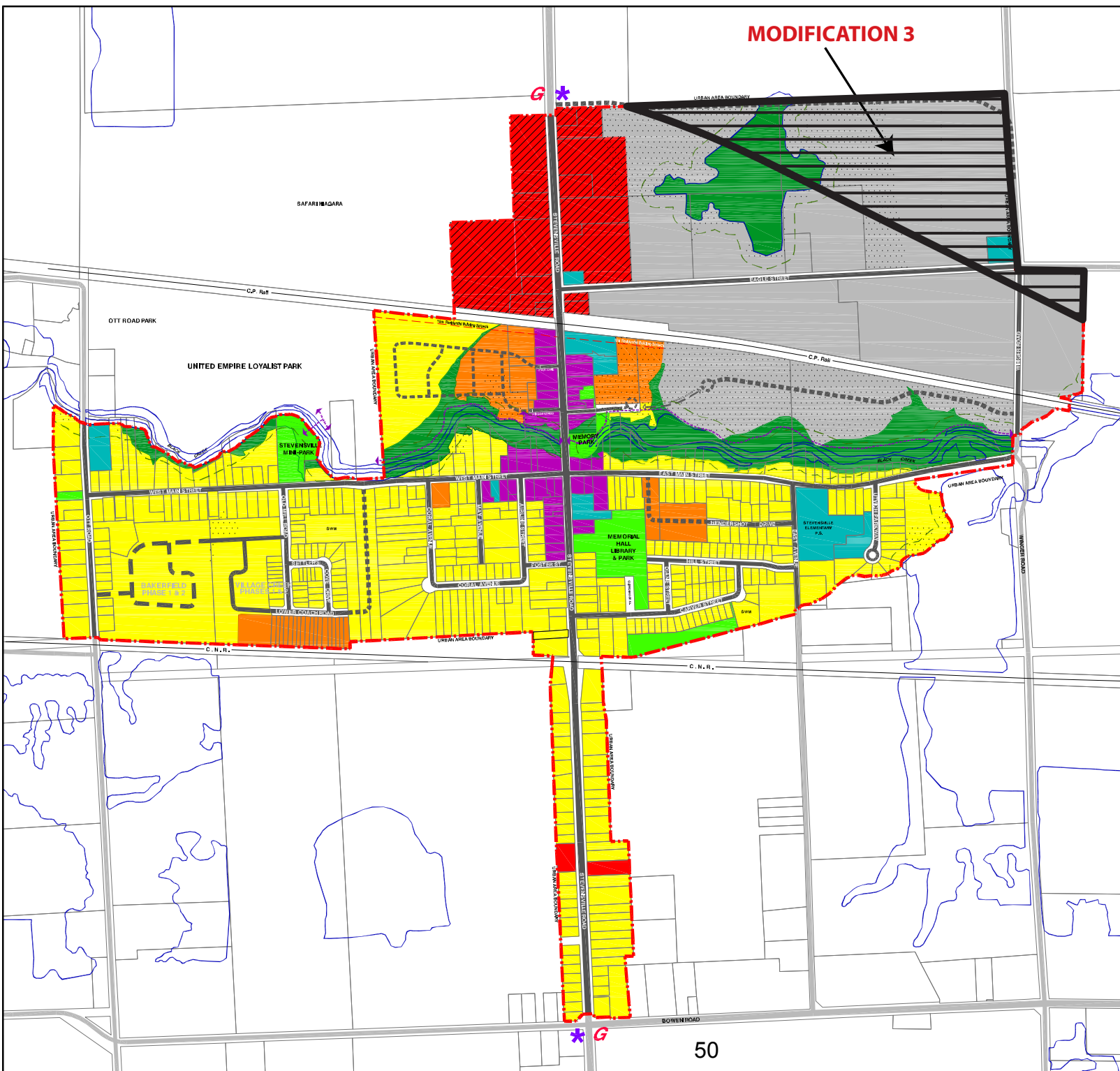
**SCHEDULE
STV-1**

MODIFICATION 3

LAND USE PLAN

LEGEND

-  Secondary Plan Limit (Urban Area Boundary)
-  Low Density
-  Medium Density
-  Core Mixed Use
-  Gateway Highway Commercial
-  Commercial
-  Open Space
-  Environmental Protection
-  Environmental Conservation (Overlay)
-  Institutional
-  Industrial
-  Provincially Significant Wetland (PSW)
-  30m PSW Adjacent Lands
-  Existing Roads
-  Draft Approved Roads
-  Conceptual Roads
-  Conceptual Multi-Use Trail
-  Conceptual Traffic Control Point
-  Proposed Gateway



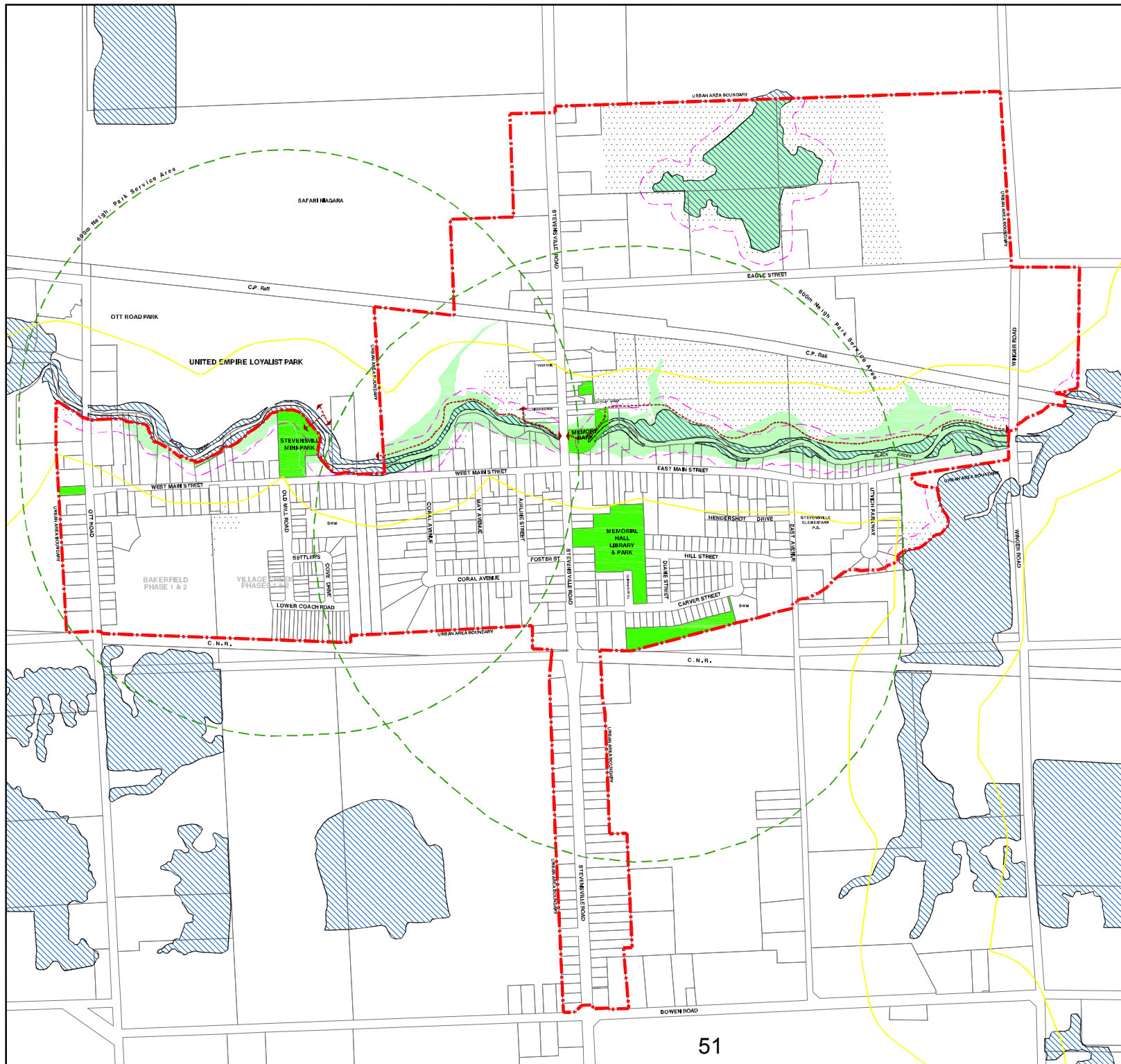
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SCHEDULE
STV-2

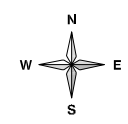
**NATURAL FEATURES
& OPEN SPACE PLAN**

LEGEND

-  Secondary Plan Limit (Urban Area Boundary)
-  Provincially Significant Wetland (PSW)
-  Environmental Protection
-  Enviro. Conservation Overlay
-  Open Space
-  30m PSW Adjacent Lands
-  Environmental Corridors / Linkage
-  Conceptual Multi-Use Trail
-  600m Neighbourhood Park Service Radius



COMMUNITY & DEVELOPMENT SERVICES











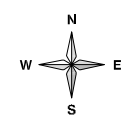
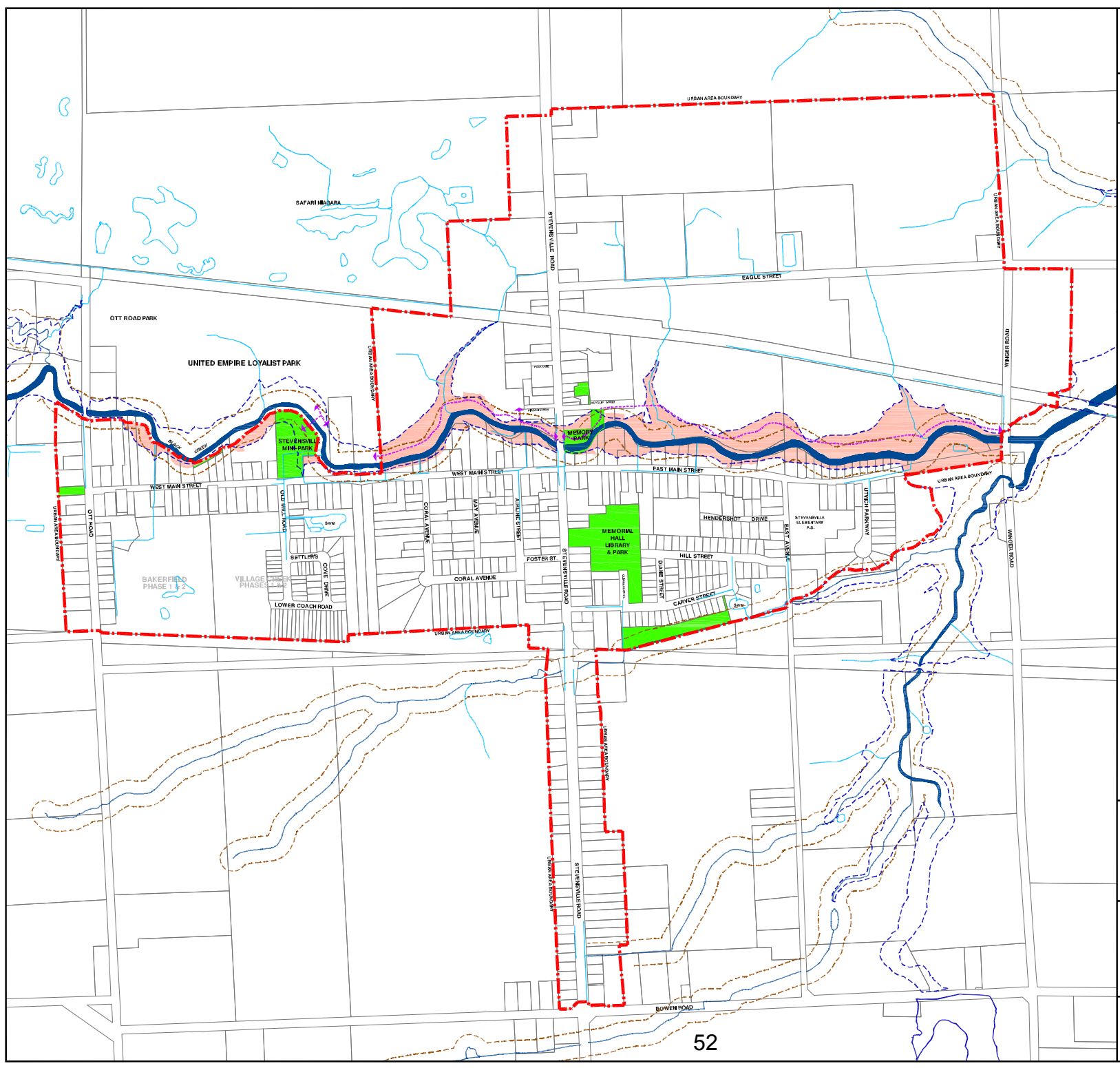
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 DRAWN: CSM

SCHEDULE
STV-3

**NATURAL HAZARDS AND
FISH HABITAT**

LEGEND

-  Secondary Plan Limit (Urban Area Boundary)
-  Natural Hazards including Floodplain
-  Regulatory Floodplain
-  Fish Habitat - Type 1 Critical
-  Drainage Feature
-  30m Setback - Type 1 Fish Habitat
-  Open Space
-  Conceptual Multi-Use Trail



DATE: MAY 11, 2015
 SCALE: N.T.S
 DRAWN: CSM

SCHEDULE
STV-3a

Appendix 3

Modification and Approval of Stevensville Secondary Plan, OPA 24 Town of Fort Erie

The following modifications are hereby made to the Stevensville Secondary Plan adopted by the Town of Fort Erie on May 11, 2015 as a consolidated document titled “**Amendment 24 to the Official Plan for the Town of Fort Erie**”. As thus modified, OPA 24 for the Town of Fort Erie is approved under subsection 17 (34) of the Planning Act, R.S.O. 1990, as amended.

Part A: Text

Modification 1

Section 4.19.9.1 Stevensville “Gateway Highway Commercial”, is modified by deferring the last paragraph of Subsection d) in its entirety.

Modification 2

Section 4.19.14.1 “Preferred Corridor” Future 400 Series Highway is modified by deferring the Section in its entirety.

Part B: Mapping

Modification 3

Schedule STV-2, Land Use Plan, is modified by deferring land use decisions for the lands in the north easterly portion of the Stevensville Secondary Plan Area located within the Niagara-to-GTA Corridor Study Area identified through Phase 1 of the Province’s EA. Please refer to the attached Schedule STV-2 for mapping modifications.

Modification 4

Schedule STV-4, Transportation Systems, is modified by deferring land use decisions for the lands in the north easterly portion of the Stevensville Secondary Plan Area located within the Niagara-to-GTA Corridor Study Area identified through Phase 1 of the Province’s EA. Please refer to the attached Schedule STV-4 for mapping modifications.

Modification 5

Schedule STV-4, Transportation Systems, is modified by deferring the “Council Supported Conceptual Highway Corridor”. Please refer to the attached Schedule STV-4 for mapping modifications.