

WELCOME !

**PLEASE TAKE A MOMENT TO READ
THIS WELCOME MESSAGE**

1. **PLEASE** take a moment to **sign in**.

2. **SECONDARY PLAN DISPLAYS (6pm – 7pm)**

Please note that the **same** Town displays are **found on either side of the hall** to make it easier to review them.

TRANSPORTATION CONSULTANT – PARKING STUDY

Paradigm Transportation Solutions Limited

Located **between** Town's displays.

3. **PRESENTATION (7pm – 8pm)**

If you do not get a chance to speak with Town staff, a **presentation will be given at 7pm** to review and outline this Secondary Plan's intended direction and how you can contribute your thoughts or opinions.

4. **COMMENT SHEETS**

Please take one.

If anything, **it provides contact details** for submitting any comments or opinions you wish to share with Town staff.

FOR YOUR INFORMATION

- A Secondary Plan's primary function is to plan for and direct growth in a manner that lays out land use, having considered existing community structure, type and form of use (high, medium, low density, commercial, mixed use, etc;) that supports one another, leverages other ancillary uses and provides/addresses mix of land use to find a sustainable balance for the community.
- The properties identified on the Conceptual Development Plan are being considered for **"Potential"** changes. Following tonight's meeting and the commenting deadline (Sept. 13), Staff will consider all comments and any modifications to sites it has shown before advancing a plan that will be considered **"Proposed"** plan for changes to designation and/or zoning for formal processing;
- The best way for you to make comments for staff to consider is to e-mail them to cmillar@forterie.ca

GROWTH

- The Town of Fort Erie can expect a population growth of approximately **13,000** more people by the year 2041 (over the next 22 years). That growth is to be directed into the Town's 4 serviced urban area communities, to be in conformity with Provincial and Regional policy guidance and requirements.
- The Ridgeway, Thunder Bay, Crystal Beach serviced urban area has been a popular choice amongst new residents and is expected to continue for years to come.
- Planning staff are targeting approximately 1000 additional units to the inventory of Crystal Beach. That translates into approximately 2000-2200 people, depending on average persons per unit.
- In preparing this Conceptual Development Plan, Staff has considered
 - The findings of the Strategic Planning Sessions with the Community Focus Group (CFG) and Staff;
 - The CFG Vision Statement;
 - Community Character, Existing/Original Core Area and Destination/Attraction;
 - Community Focus Group Marked-up drawings;
 - Input from public and groups who have offered comments following the first Open House.
 - Roundtable with Town Planning staff.
 - Focusing intensification where it is both practical or can be accommodated with limiting impacts.
 - Focusing or concentrating the commercial/mixed use areas.
 - We must also accept that Crystal Beach has become a popular choice for many in the housing market. Appropriate form and tenure, in a mix of housing choice can be improved along with options for young adults starting out.
 - Other forms and residential density options can be explored throughout the neighbourhood, but efforts to support a walkable neighbourhood with year-round support for the commercial core is of interest to many.



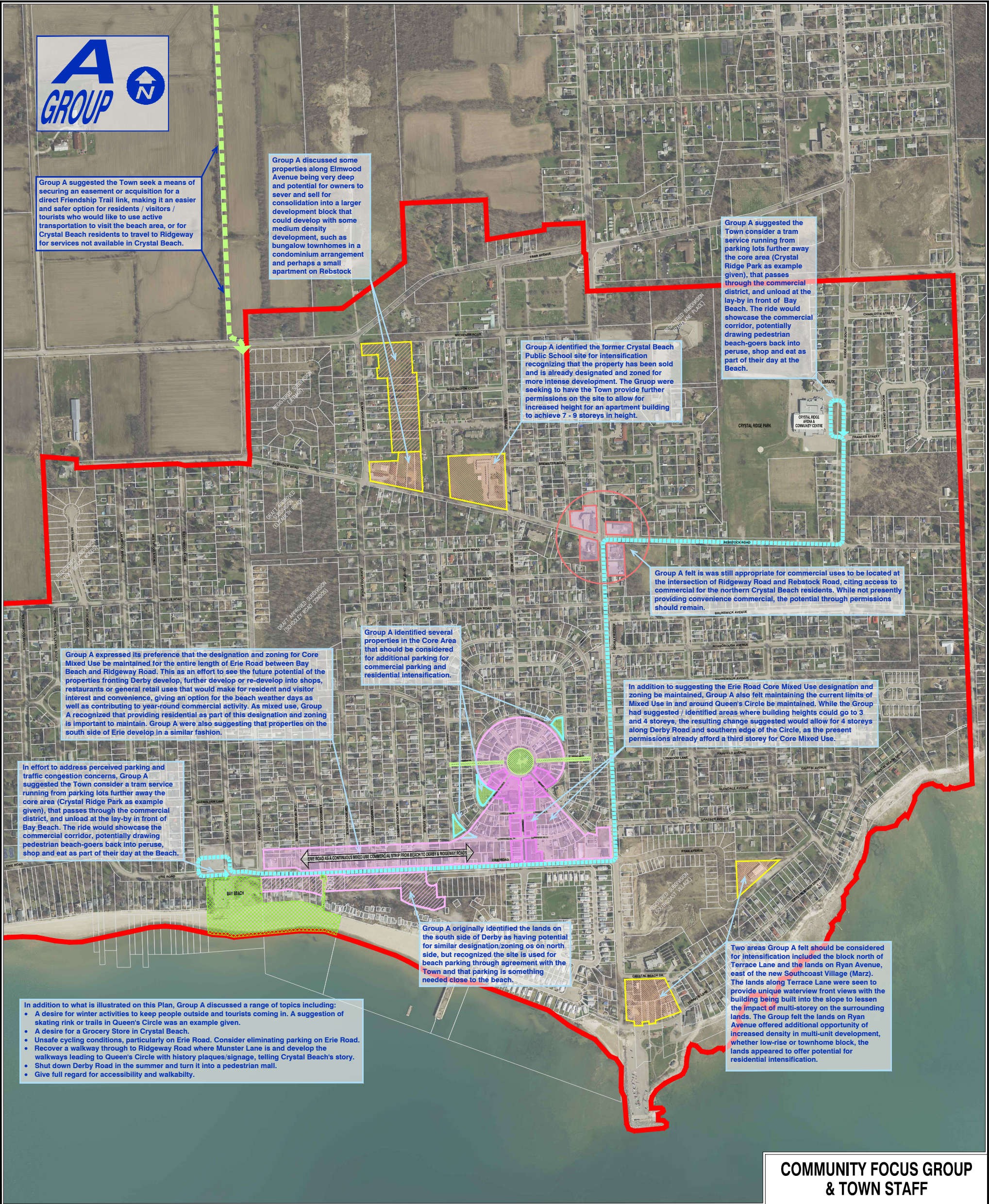
Community
Focus Group -
Group 'A'
Marked-up
drawings



Community
Focus Group -
Group 'B'
Marked-up
drawing

These Marked-up drawings were transcribed onto the
Base Plan for legibility, with the notations added.





CONCEPT ILLUSTRATION - FOR DISCUSSION ONLY

CRYSTAL BEACH SECONDARY PLANNING - COMMUNITY FOCUS GROUP

COMMUNITY FOCUS GROUP & TOWN STAFF ROUNDTABLE GROUP A



This Plan was prepared following a meeting (February 7th, 2019) with members of the Crystal Beach Secondary Plan Community Focus Group to discuss land use, establish a defined Commercial Mixed Use Core Area and identify areas of the Plan where increased density could be considered in effort to support choice in housing form to better provide for "age-in-place" opportunities and further efforts to support commercial activity in a year-round "walkable" community environment. Suggestions on parking and alternate transportation were also a topic for discussion/illustration. This Plan was transcribed from sketch plans for illustration of CFG suggestion, discussion and public display. This is a concept, NOT a final Plan.

PLAN PREPARED : APRIL 2019



- In addition to what is illustrated on this Plan, Group B discussed a range of topics including:
- Finding additional parking in the commercial zone for parking close to the shops. A suggestion that use of vacant lots to provide additional parking should be a consideration if we are looking for year round activity.
 - Group A appeared to support paid parking not only in the commercial area, but outside as well. This would be in effort to keep the parking close to the destinations without pushing it out into the residential areas. A fair rate is important.
 - There was a desire to see the full frontage of Erie and Derby lined with storefronts and commercial businesses as opposed to having spotted residential between businesses. This should be a goal the entire distance between the beach and Ridgeway Road.
 - A desire for winter activities to keep people outside and tourists coming in. A suggestion of skating rink or trails in Queen's Circle was an example given.
 - With respect to built form Group A were suggesting Erie be permitted up to 3 storeys and Derby be permitted 4 storeys.
 - Much like Group A, there was acceptance of using Derby Road as a daily pedestrian mall in the summer months for businesses to spill out onto the street. and provide some pop-up commercial that might be more seasonal in nature while keeping the "bricks & mortar" for the year-round businesses.
 - There was a desire to also make Erie more accommodating for pedestrian or Active Transportation use. Broader sidewalks and bike lanes were raised as options for serious consideration.
 - Group A also discussed and supported the notion that Drive-thru's not be permitted in the Core Area.

Group B sought out some sites that were capable of higher density for lowrise condo or rental apartment tenures, but also some condominium town home or ground based type of dwellings suitable for persons seeking to be close to the beach but far enough away from the daily seasonal beach activities for a quieter living experience.

Group B suggested the place of worship could perhaps intensity use of the building/site, offering community use on the main floor and build apartments above to assist in affordable housing initiatives.

Group B spent time looking over the aerial photography and having discussions over locations in their community with the potential to accommodate additional density. A number of the sites identified were the results of member suggestions and debate amongst themselves over the appropriateness given immediate context. For the most part, the sites that were identified were sites that could develop at higher density than existing given there large lot area. Examples would be Townhomes or low-rise apartments on select sites.

Group B had discussions over the amount of vacant or seasonal commercial that exists in the core area. There was recognition that through the winter months it adds to the bareness of the streetscape and that perhaps concentrating the commercial will provide for more year-round operations. While there is no certainty in the results of such an approach, the limiting of the commercial could place higher demand on the available floor space and see more purveyors and shop owners active for 365 days.

ERIE ROAD AS A CONTINUOUS MIXED USE COMMERCIAL STRIP FROM BEACH TO DERBY & RIDGEWAY ROADS
HOWEVER REDUCING OR LIMITING THE CORE MIXED USE TO ONLY THOSE PROPERTIES THAT FRONT THOSE ROADS

Group B suggested development potential on the vacant land along the south side of Erie Road. Staff had advised/reminded the group that this location was under lease with the private ownership to be used for parking.

CONCEPT ILLUSTRATION - FOR DISCUSSION ONLY

CRYSTAL BEACH SECONDARY PLANNING - COMMUNITY FOCUS GROUP

COMMUNITY FOCUS GROUP & TOWN STAFF ROUNDTABLE GROUP B



This Plan was prepared following a meeting (February 7th, 2019) with members of the Crystal Beach Secondary Plan Community Focus Group to discuss land use, establish a defined Commercial Mixed Use Core Area and identify areas of the Plan where increased density could be considered in effort to support choice in housing form to better provide for "age-in-place" opportunities and further efforts to support commercial activity in a year-round "walkable" community environment. Suggestions on parking and alternate transportation were also a topic for discussion/illustration. This Plan was transcribed from sketch plans for illustration of CFG suggestion, discussion and public display. This is a concept, NOT a final Plan.

PLAN PREPARED : APRIL 2019

STAFF CONCEPT



Whether part of the adjacent potential for land assembly or considered independently, the old Planning Mill site holds potential and may be considered for increased residential density. The site is already demonstrating more intense use than area properties and a small 3 storey apartment building may be a suitable use of the site as it transitions into the future. Whereas the other parcels would require consolidations, this site holds an element of independence from the rest of the lands identified and could redevelop without reliance on adjacent properties.

The Post Office and the Convenience Store serve the local residents and have held their presence in these locations for a considerable period of time. Although the Town is looking to redesignate these two sites to medium density residential, the Town would zone them as local commercial to enable their existing and continued use. The Town would include the Post Office as a permitted use in local commercial zone through a site specific addition (currently not a listed permitted use in local commercial).

If in the event that either of these sites were to cease operating convenience commercial uses, any future development would be for medium density residential, consistent with the remainder of the proposed Queens Circle changes being proposed. These sites have a unique opportunity for design given the pie-shaped lots. Any future residential should design with buildings forward on the lot, towards the Circle with parking across the rear lot.

It is apparent that residential use is predominant around Queens Circle with the exception of buildings uses at the intersection of Derby, both at north and south ends of the circle. Staff and the Community Focus Group believe commercial is best focused on Derby and along Erie Road. Scaling back on the Core Mixed Use designation and zoning is being considered, as staff would prefer to see less potential of commercial pushing out into the residential areas and to concentrate the commercial activity in smaller designated clusters. One of the goals of the Plan was to increase the amount of year-round commercial and pare down of the seasonal vacance.

As part of the proposed intensification, additional parking for commercial and residential is a consideration. The vacant Town owned land holds potential for 30 +/- spaces. Careful design and some potential boundary adjustments or easements can preserve parking and access to the units potentially impacted. However, until such time as new development occurs and demand is seen, the site should remain in its present state and remain protected from land sales. The Town may choose to designate and/or zone to protect long term use as parking for select lots in the community.

Redesignation is considered appropriate for much of the shoulder areas off Derby and Erie as they are not anticipated to be converted to commercial use, nor does staff believe commercial is suited for these shoulder regions.

One of the notable concerns expressed by staff and acknowledged by the Community Focus Group was the condition and long term viability of the core mixed use designation. The core mixed use designation covers a large geography which is predominated by residential use. Staff believe little will change with respect to the residential use over the long term and are proposing to redefine / reduce the amount of Core Mixed Use designation and zoning to essentially recognize the perpetual residential use of certain lands surrounding Queens Circle and in the shoulder regions off Derby Road. In addition to reducing the amount of designated land for mixed use, the staff are seeking to concentrate the commercial uses where they are best suited, being along Derby and Erie Road corridors. Subtle differences between the two identifiable districts are evident and the Town staff would like to reinforce this direction with supporting land use. These two districts are being referred to by staff as the "beach related" and the "core related" commercial districts. Staff do not see these two areas as being mutually exclusive, however, they do believe seasonal nature of the beach could see more commercial that is directed at capturing the seasonal high tourist traffic in immediate or close proximity to the public entry points is a more likely or realistic expectation in the western end of the Erie Road corridor while broader community related commercial uses may very well form the heart of the Derby Road Erie segment of the corridor. Staff are looking at tweaking the permitted uses to refine the types of commercial expectation to be found establishing in the respective areas. As a result of the direction being taken, staff are looking at the creation of a "Tourist Commercial" designation and related zoning for the Beach District and retaining the Core Mixed Use designation and related (tweaked) zoning for the Community District. In both instances, residential components are expected, however each may see differences in required commercial/residential development versus permissions to allow for residential only through site redevelopment. The zoning will be used to regulate such development (or redevelopment) as the case may be. In all cases of the Derby and Erie Road corridors, property consolidations are encouraged to enable more comprehensive and robust redevelopment and density. Height permissions will be modified from the present CMU2 allowance, but remain respectful to the lower density residential uses north or adjacent to the designation limits. Currently the permissions are 3 storey across the board, in most instances staff seek to make adjustments to permit or shift height to the primary road frontages and lower height at the interface areas between the residential and these core/tourist zones. Essentially, this adjustment is seeking to introduce a gradation in height. It may not be possible or practical in all instances, but can be applied to most interface areas.

Other considerations during any redevelopment may include:

- restricting driveway or access from the side streets and not onto Erie Road;
- slight setbacks from Erie Road & Derby Road to allow for more pedestrian interaction with storefronts and space for small patios;
- Encouraging consolidations and favourable boundary adjustments while restricting or discouraging further consent activity.
- Use of Minimum Height Requirements

Designation and zoning for the Bay Beach Waterfront Park will replace the zoning that had been on the site from previous approvals. The site will now carry the Open Space Designation and Open Space Zoning on lands above hazard limits (Environmental Protection Zone)

The former Town parking lot was redesignated and zoned for increased height (4 storey) and density in a site specific commercial zone with commercial and residential permitted uses. Given the irregular shape of the site, staff are considering applying the same or similar site specific zoning to the two properties on Schooley Road. Should any acquisition occur, the site could consolidate and develop comprehensively with improved geometry. The site would otherwise be suitable to act as transitional residential lots with increased height to ensure opportunity for gradation.

Members of the Community Focus Group commented on a more desirable off-road route for cycling to Crystal Beach citing safety concerns with roads leading to the beach due to speeds, volumes and distraction. While staff would not concur entirely, the potential for linkage to the Friendship Trail in a more direct manner is something in itself an interesting idea; at least to have an off-road trail leading as far as possible into the Crystal Beach Community. This plan is ILLUSTRATING a conceptual link and aligning it with Schooley Road, the most direct route to the Bay Beach Water Front Park. Policy can speak to the link being conceptual in nature. As a result of the comments from the Community Focus Group, Planning staff provided this item to the consultant undertaking the Active Transportation Plan for consideration as well.

The properties outlined in this northern area of the neighbourhood had been identified by both Group A & B in various iterations. Several characteristics have been identified such as deep lot fabric with depth suitable for assembly and infilling potential. Town staff recognizes similar prospect and have shown this outline in a manner that encompasses a broader geography than had been shown on both Group Plans. The challenge with developing or development in situations such as this requires a willingness of property ownership to come together and mutually agree to pursue interested developers and work together in achieving a fair market value for the (back) portion of their lands. Ownership needs to recognize that the most value to be achieved would be through a form of "landowners agreement" that would bind the group to facilitate a potential sale. One or two hold-outs can jeopardize the entire joint venture. Town staff will consider options in policy to provide potential and may also zone lands accordingly. Town staff is not supportive of small piece meal land assemblies with small infilling, preferring to see a comprehensive development plan for the entire or majority of the outlined holdings. The road illustrated on this plan is conceptual and considered a private road (condo) but represents how these might be accessed and serviced in the event a landowner's agreement should ever materialize.

Lands are not planned as part of any identifiable intensification, but rather are being recommended to an R1 zone to replace the existing ND zone. Eliminating ND zoning as part of a Second Plan is an expected outcome.

The use on this site is established as a multiple residential property and consideration is being given to designating the site to permit multi-residential on the balance of the site and the northerly adjacent site. Zoning would be used to place limits on height to maintain a ground-based development. Staff would contemplate a single story / bungalow block styled development with a common parking lot, smaller single bedroom units would see this type of development being an attractive independent, active and affordable seniors development.

This parcel of land holds potential for medium density residential use. Staff favour a low-rise development (4 storey max.) with an expected yield of approximately 40-50 units. Access points should be restricted to one or two given the grade and proximity to the intersection of Farr and Ridgeway Road.

This one acre site holds potential for a small bungalow townhome condo development of approximately 8 to 10 units. Given the context of the surrounding area, being detached bungalow dwellings, it may be more appropriate for height restriction being kept to one storey. The alternative would be simply consent along Prospect Point Road South, but limits the infilling to 3 or 4 units.

Recent acquisition of lands fronting Ridgeway Road by the Town are for institutional (proposed fire hall) and potentially some office commercial type uses as well. Balance of the lands are intended to remain in a residential designation and the zoning proposed shall reflect the long term use of all uses potentially occupying the site in future.

Lands are not planned as part of any identifiable intensification, but rather are being recommended to an R1 zone to replace the existing ND zone. Eliminating ND zoning as part of a Second Plan is an expected outcome.

The lot contains split zoning. Staff would prefer this site be fully zoned for commercial use. Policy might also provide a vehicle to support redesignation and rezoning of adjacent lands to the west, in order to provide for additional parking for a higher demand use, such as a grocery store, if in the event that private sector would be seeking to establish in this location.

The Motel site also represents an residential intensification opportunity along Ridgeway Road. Staff are seeking to redesignate and zone the site for a medium density residential with preference for a low-rise apartment of 3 or 4 storeys. Sensitive zoning regulations related to setbacks and transitional height, together with permissions for the continued permitted use as a motel can be included in the implementing zoning.

The lot contains split zoning. Staff would prefer this site be fully zoned for commercial use. From a design perspective, removing customer parking at the road intersection would be encouraged with parking being relocated into an expanded parking area on the south side of the building.

Zone for residential use, which is existing or could be reasonably provided for, such as detached, semi or duplex.

Once the old Fire Hall closes, Town staff would prefer to see the site redevelop with a medium density residential use. A small apartment of 3 storeys oriented towards Ridgeway Road is considered appropriate. However, other medium form can be considered (towns), but design will need to address Ridgeway Road and driveway access may then be restricted to the back.

Redesignate and zone for the existing commercial uses on these sites. Consideration is being given to redesignate and zone Matheson corner lot as commercial, should use on adjacent site seek to make improvements to this current operations.

Zone for residential use, which is existing or could be reasonably provided for, such as detached or duplex, but with held semi permissions given limited frontage.

Redesignate and zone to recognize and limit use to existing and provide for other compatible commercial uses to that of the surrounding residential.

Redesignate and zone to medium density residential from CMU, recognizing the existing 4 units and existing site specific zoning provisions

Redesignation and rezoning is considered appropriate for much of the shoulder areas off Derby and Erie as they are not anticipated to be converted to commercial use, nor do staff believe commercial is suited for these shoulder regions. The corner lot on the north side of Graeber is being considered for medium density, such as a 3 storey, 4 or 6 unit walk-up apartment, as the lands on the south side are being proposed for more density/height.

The lands east of the Marz subdivision hold potential for additional subdivision activity, but would require some assembly for efficiency. Bungalow towns would be an appropriate infilling use for these under utilized lands. Also, the east site might be a suitable location for a condominium development of block units or garden villa style dwelling units. Generally, the lands identified represent under-utilized lands and suitable for intensification. Consolidation would be encouraged to enable clearing the corner with stance for inclusion in the development.

The corner of Ridgeway Road and Erie Road is an important intersection that can often be overlooked. It is key in providing (the last) access to the west end of the Crystal Beach neighbourhood and Point Abino. Its prominence as a landmark corner is subdued with the present built form. Staff are considering increased permissions for height and density at this location. This corner should be notable from a landmark and identity perspective, easily distinguishable and signaling its significance to residents and visitors for the role it serves. It is effectively a gateway point into the core and beach areas of the community. Feature buildings and massing, with a variety of height and respective gradation can be tailored in zoning regulations to ensure appropriate transition. In general terms, the apex of height would be considered at the corner with staff considering 6 storeys at that location. Buildings would be zoned to taper down as they approached lower density residential areas and building mass will be directed to the street frontages of Erie Road and Ridgeway Road.

Other considerations not illustrated on this conceptual development plan include:

- Introduction and operation of a "Tram" service to provide opportunities for beach-goers / visitors and opportunity to park outside of the core or beach areas and be shuttled in. While this option has been raised by members of the Community Focus Group, staff are inclined to not seek municipal involvement and should such a service be devised, that it be a private sector venture. The Town operates a transit service to the community (including the beach and core area) and would opt not to compete with its own current operation. The Town has initiated a Parking Study for Crystal Beach, and as part of the study, the feasibility of a shuttle service was a topic/opinion for their consideration. Staff would await outcome of study findings before making any further decisions related to municipal involvement.
- The Town is also in the midst of developing a town-wide Active Transportation Master Plan (ATMP) that would provide guidance and inform on networks, facilities and infrastructure for pedestrian movement and cycling, which are popular activities and prevalent in the Crystal Beach Community, particularly in the summer months. As such, information from the ATMP will also inform transportation policies and mapping of pedestrian networks for the community once the ATMP is complete.



This Plan was prepared following a meeting (February 7th, 2019) with members of the Crystal Beach Secondary Plan Community Focus Group. The meeting was used to discuss land use, establish a defined Commercial Mixed Use Core Area and identify areas of the Plan where increased density could be considered in effort to support choices in housing form, to better provide opportunities and further efforts to support commercial activity in a year-round "walkable" community environment. This Plan represents Town staff consideration of the Focus Group generated concepts, together with staff's own suggestions, to illustrate a proposed land use scenario in support of future growth in the community. This is still a concept and NOT a final Plan.

PLAN PREPARED : JULY 2019
Name: [Redacted] Title: [Redacted]

CONCEPTUAL DEVELOPMENT PLAN - FOR DISCUSSION ONLY

CRYSTAL BEACH SECONDARY PLAN

TOWN STAFF CONCEPTUAL DEVELOPMENT PLAN

NEXT STEPS

- Following tonight's meeting, Planning staff ask that if you have comments on what is presented this evening, to please send them in by Friday, September 13, 2019;
- Planning staff will consider comments (now) and determine if it wishes to make any adjustments or changes to the Conceptual Development Plan, and then proceed with generating what will be the "Draft Secondary Plan" and related "Draft Zoning Amendments";
- Planning Staff will meet with the Community Focus Group to review the Drafts and prepare for their release and circulations. At this point it will be referred to as the start of the "formal processing";
- The formal processing will begin once these "Drafts" are completed, made available to the Public, and circulated to Agencies and Government Partners for "formal comments";
- A Statutory Public Meeting will be scheduled for anyone who wishes to speak in front of Council, or if living out of Town, make a formal written submission (*after the Draft is released*);
- Presently, Planning staff is targeting an October Draft release and a November Statutory Public Meeting;
- **Best and easiest way to stay informed of the Draft release is to provide an e-mail address for staff to let you know.**