



Town of Fort Erie

Schedule E: Ridgeway-Thunder Bay Secondary Plan

4.18. RIDGEWAY-THUNDER BAY SECONDARY PLAN

4.18.1. PURPOSE

The purpose of the Ridgeway Thunder Bay 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 for a planning period projected over the next 20 years 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.

4.18.2. VISION

The Secondary Plan is the result of comprehensive consultation. On initiation of strategic planning exercises fostered by the Town's Neighbourhood Plan Program, agency and public engagement was conducted in the early phases of the Neighbourhood Plan's background research. The exercises included municipal and community Focus Group SWOC (Strengths, Weakness, Opportunities & Constraints) sessions, which generated the following Neighbourhood Plan Vision:

"Our vision for Ridgeway and Thunder Bay is a community steeped in the old and where its village character is maintained while meeting the needs of all neighbourhood residents. In 20 years, Ridgeway/Thunder Bay is the best little town in Niagara, a great place to live life, work, play and visit".

The vision was derived and identified by participants, receiving Council endorsement in June 2009 by way of the Neighbourhood Plan approval, and has remained relevant in the preparation of this Secondary Plan.

4.18.3. GOALS

The goal of this Plan is to build off the vision established, treating it as our benchmark, and to implement a policy framework that strives to achieve the complete community concept. 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 and introducing enhanced commercial permitted uses to expand the potential for employment type uses and opportunities.

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 intensification in key locations within the neighbourhood, remaining sensitive to the needs of all neighbourhood residents, businesses and citizens of this Town. Furthermore, it will provide guidance/criteria for further residential intensification.

4.18.4. **OBJECTIVES**

The main objectives of the Ridgeway-Thunder Bay Secondary Plan are to:

- a) Encourage new development and re-development that respects the unique history of the neighbourhood and is compatible with the existing built environment. Compatibility does not mean the same as.
- b) Encourage development that supports long term sustainability and provides livable, renewable environments for its residents and businesses.
- c) Support the commercial areas of the neighbourhood that provide the surrounding residential population with a variety of goods and services, as well as providing for the needs of tourists traveling through and to our community.
- d) Provide for a variety of housing alternatives at key locations throughout the neighbourhood with particular focus on intensification and provision for a full range of housing types in and around the downtown core area, along our primary transportation corridors and in locations that are well suited and served by our natural and open spaces areas, connected with pedestrian/trail networks and in proximity of recreational opportunities.
- e) 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.
- f) Support retention of all waterfront property currently in public ownership, and application of existing policy to provide for the expansion of public ownership and use of waterfront lands in our community.
- g) Provide opportunities to embrace and enhance “active transportation” infrastructure through maintaining, creating and extending recreational trail and pedestrian networks that connect the community and give residents a healthy alternative in their transportation choices.

- h) 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.
- i) Provide policy that recognizes and protects the interest and unique historical setting of the downtown core without limiting the ability of more contemporary commercial operations from establishing in other commercial areas of the neighbourhood.
- j) Establish Community Improvement funding programs that supports the BIA commercial and mixed use district efforts to enhance building stock within its boundaries.
- k) Encourage remedial efforts for brownfields within the community in order to bring renewal and a positive, healthy change for these locations.
- l) Provide a full range of housing choices that are coordinated with land use designations and densities that provide for suitable transition and gradation.
- m) Encourage development forms which are compact, to utilize urban land and services efficiently.
- n) Encourage land assembly that would result in more efficient and effective design.
- o) Promote conservation of natural areas together with sensitive development.
- p) Protect significant natural features such as Provincially Significant Wetlands (Mann Farm) with appropriate environmental protection designation, ensuring their ecological functions, benefits and contributions will be shared for future generations.
- q) Provide transit supportive design and density that will encourage and maximize ridership by making it convenient to access transit services.
- r) Promote an appropriate employment designation for lands within the Neighbourhood, in effort to foster light industrial/commercial activity in a small business park setting.
- s) 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.

- t) 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.

4.18.5. **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 “RTB-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 provides for initial areas of Low and Medium density residential that promotes age-in-place opportunities, meets provincial intensification targets, supports the Downtown village environment and walkable communities. Other locations for increased densities will only be considered by demonstration of land use compatibility and compliance with the criteria provided for under Sections 13.10.2 and 4.18.7d).
- d) The Secondary Plan anticipates an additional 975 dwelling units with the projected increase in new residential population of approximately 2400 persons in the neighbourhood over the long term. Current population at the end of 2012 is estimated to be 4500 persons.
- 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 and 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 4.18.7d).
- g) Only through development activity where an EIS has been required 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 accordingly.

- 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.

4.18.6. LOW DENSITY RESIDENTIAL

- a) The lands designated on Schedule "RTB-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 80% Low Density residential yield shall be anticipated within the Plan Area. In effort to achieve this target, lower density dwellings should comprise not more than 60% of all new development. A Low Density range of up to 25 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 "RTB-2" provides for approximately 565 additional low density units, bringing the projected total for Low Density units to approximately 2430 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 4.18.12.3 of this Plan. Development, redevelopment or expansion to existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.

4.18.7. MEDIUM DENSITY RESIDENTIAL

- a) The lands designated on the Schedule "RTB-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 20% Medium Density residential unit yield shall be anticipated within the Neighbourhood. In effort to achieve this target, medium density dwellings should comprise a minimum of 40% of all new development. A

Medium Density range of 25 to 75 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 “RTB-2” provides for approximately 410 new Medium Density units, bringing the total for projected Medium Density units to approximately 610 over the long term.
- d) Medium Density development is identified on Schedule RTB-2. Additional areas will also be considered by zoning by-law amendment for areas meeting one or more criteria as outlined below:
 - 1. within walking distance to the Downtown Core Mixed Use;
 - 2. within walking distance to the Gorham Commercial Gateway;
 - 3. preferably along arterial and collector roads within the Plan Area;
 - 4. in close proximity to amenity spaces such as Parks, Open Space/Trails or Natural Feature Areas.
- e) The Town shall encourage and may request medium density be included in proposals where, in the opinion of the Town, medium density is appropriate and meets with the identified locations defined in paragraph d) herein.
- f) Developers with existing draft approved plans of subdivision within the Plan Area will be encouraged to consider modifying their plans to incorporate medium density that is in keeping with the locational criteria described in paragraph d) herein.
- g) It is anticipated that the majority of the Medium Density unit yield will be in the form of ground-based dwellings such as street or block townhouse development. Low-rise apartment dwellings will generally be restricted to 4 storeys in height. Medium Density apartment building height beyond 4 storeys will only be allowed by Zoning By-law Amendment with required supporting studies such as a visual impact assessment or shadow study, where in the opinion of the Town such impacts may be realized, demonstration of compatibility and consideration of built heritage for areas adjacent to the downtown Core Mixed Use area.
- h) Areas of Medium Density designation may be impacted by the Environmental Conservation overlay defined and described under policy 4.18.12.3 of this Plan. Development, redevelopment or expansion to existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.
- i) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.

4.18.8. CORE MIXED-USE

- a) The lands designated as “Core Mixed-Use” on Schedule “RTB-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 “RTB-2” and shall generally be governed by the policies of Section 4.8 unless otherwise defined under this section.
- b) Section 4.8.1.III provides that Core Mixed Use areas will be identified through the Neighbourhood Planning Process.
- c) The Town recognizes the unique cultural and historical significance of the Downtown Ridgeway Commercial Core Area as being fundamentally and characteristically different than other commercial designations within the Plan Area. As a result a Core Mixed Use designation better reflects the current composition of uses and long term vision identified for this area.
- d) 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.
- e) The Downtown Core Mixed Use designation represents the traditional commercial core area and its associated residential components. 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 in the core area’s growth and secondly, residential buildings that have been modified or adapted with commercial frontage as the commercial need grew into the residential areas of Ridge Road North, both north and south of the rail station (now the Village Square). The Town recognizes this village setting as being of fundamental value to the residents and business owners in the community. Efforts to retain and enhance this village setting are of primary interest to all stakeholders.

Until such time that Urban Design Guidelines are approved, and in recognition that extensive streetscaping has been completed in the core area, the following site design and urban principles / guidelines should be acknowledged in submission and review for new development applications within the Downtown Core Area Mixed Use designation:

Ridgeway Downtown Core Mixed Use

- i. The Downtown Core Mixed Use designation represents the traditional commercial core area and its associated residential

components. 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 in the core area’s growth and secondly, residential buildings that have been modified or adapted with commercial frontage as the commercial need grew into the residential areas of Ridge Road North, both north and south of the rail station (now the Village Square). In either instance the building massing has been brought forward to the streetline and any new development along the Ridge Road North frontage shall be designed and situated to respect the existing streetline setbacks.

- ii. New development or re-development in the mixed use designation shall be encouraged to retain or improve (bring forward to the street) building setbacks in effort to maintain or frame the existing streetscape. In some instances minor setbacks are acceptable where adjacent buildings are presently withdrawn from streetline. However, new buildings should attempt to transition through an average setback of adjacent buildings.
- iii. 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.
- iv. New or re-developed buildings within the Core Mixed Use designation should maintain an appropriate pedestrian scale within a village context and therefore buildings will provide a minimum of 2 storeys and a maximum of 3 storeys with “at-grade” retail/commercial floor space only for the main level. At least one upper level shall provide for residential dwellings. Office uses can comprise a second floor of a 3 storey building.
- v. 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 area. Such efforts are not requiring complete replication of period architectural designs, but do respect and honour the traditional elements found in some of the older building stock. Examples would include:
 - 1. Use of cornice elements and sign banding that is consistent with adjacent buildings.

2. Use of cornice elements and/or bracketing defining the roof line
 3. Consistent upper level window rhythm that is balanced with adjacent buildings and respecting the commercial street window treatments.
 4. At-grade retailers are encouraged to provide ample glazing size and surface, offering good transparency at street level.
 5. Doorways should be clearly defined and easily accessible
 6. Appropriate signage should be provided on sign bands only and where permitted by by-law, use of limited sized projecting signage and awnings may be a consideration.
- vi. The guidelines are not meant to constrain new development to “replicate” or “look” old, but rather the guidelines encourage elements be included that “respect” old, so as to not offend the character of the current village. 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. Architectural detailing of the same quality should be applied to both street frontages of a corner unit.
- ix. The Village Square in the role of civic centrepiece shall be supported through careful consideration of adjacent buildings. New development or re-development on properties adjacent or opposing the Village Square and seasonal Farmer’s Market will be required to address these civic spaces as though corner lot conditions exist.
- x. New or re-development of properties adjacent to the Village Square and Farmer’s Market will be encouraged to provide additional pedestrian access out and onto these civic amenity spaces, leveraging the public realm to benefit and stimulate social interactions and commercial activity. Access to upper level office

space can also be focused onto the Village Square, while residential access should remain on the Ridge Road North street frontage, with secondary side or rear locations.

- xi. 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.
 - xii. 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.
 - xiii. Properties and buildings not located directly on Ridge Road North within the Core Mixed Use designation are encouraged to maintain high quality appearance and curb appeal to assist in shouldering the mixed use 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 and redevelopment proposed on lands designated Core Mixed Use will be encouraged to locate close to the street frontage.
 - h) New development in the Core Mixed Use designation shall provide at grade commercial uses only, and include a residential component on upper levels. 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 for such residential use (e.g. – parking).
 - i) The Town shall implement the appropriate zoning to reflect the Core Mixed Use designation, providing detail on permitted uses, regulation and applicable provisions.
 - j) The Town shall seek to implement and administer funding programs to assist eligible properties within the RBIA, with programs such as Facade Improvement, Signage Improvement and potentially Interior Renovation for Conversion to provide for upper level 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 Code standards have been met.
- l) The maximum height for 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.
- 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 floor space within the Core Mixed Use designation remains exempt from parking requirements; however residential components shall be subject to the general provisions of the Town's Comprehensive Zoning By-law as amended from time to time.
- p) Residential units will be located on upper floors, reserving at-grade floor space for commercial use with limited exceptions such as retirement homes and existing stand-alone residential.
- q) The Town supports cultural festival activities within the Core Area as a means of stimulating commercial activity and continued vitality of this unique downtown environment. Artistic contributions may be suitable for consideration in the downtown area such as public art display or sculpture. Wall murals may be considered where appropriate that reflect cultural heritage of the village. The Town shall consult the RBIA with respect to having the RBIA develop a plan that supports public art exhibition and the associated administration of any such a program. Any introduction of wall murals shall not be used for commercial advertising.
- r) New automotive related uses are not permitted in Core Mixed Use areas.
- s) New at-grade commercial shall provide for full accessibility and barrier free design.

4.18.9. COMMERCIAL

- a) The lands designated as “Commercial” on Schedule “RTB-2” shall be reserved for a variety of “General Commercial” retail and office uses. The Town recognizes the existing commercial concentration at the intersection of Gorham Road and Dominion Road (*referred to as the “Gorham Commercial Gateway” herein*). This commercial district presents a more traditional highway commercial environment, which is separate and distinct from that of the Core Mixed Use designation of Downtown Ridgeway.
- b) There are additional, smaller areas of commercially designated lands within the Plan Area and together, all “Commercial” designations will be generally subject to the policies of Section 4.9.2 of this Plan.

4.18.9.1. GORHAM COMMERCIAL GATEWAY

- a) The development of more contemporary auto-friendly commercial site design and operation are directed to locate within the Gorham Commercial Gateway. The Gorham Commercial Gateway is situated at the intersection of the only two Regional Roads within the Plan Area. This location provides opportunities to serve both residents of the neighbourhood as well as commuter and seasonal residents of Ridgeway-Thunder Bay and the Crystal Beach neighbourhoods.
- b) Stand-alone commercial buildings, multi-unit and clustered commercial buildings are permitted within the Gorham Commercial Gateway and will be subject to urban design guidelines and on-site parking requirements, consistent with the general provisions of the Town’s comprehensive zoning by-law. Site specific zoning may be utilized where conflicts between existing zoning regulations differ from that of approved urban design guidelines, such as, but not limited to, setbacks and landscape buffering requirements. No less than 15% of the 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.
- c) Commercial operations that utilize drive-thru facilities as part of their operations would be permitted within the Gorham Commercial Gateway provided the design of such facilities does not impact on functional driveway and roadway operation. Site Plan Control shall ensure adequate maneuverability, stacking provision and placement does not create conflicts or interfere with site ingress and egress.
- d) 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 drawing in conjunction with landscaping plan detail and matching elevations.

- e) The potential for permitting uses that go beyond those typical of General Commercial may be appropriate for select areas within the Gorham Commercial Gateway. Any such uses must be included within a site specific zoning amendment. The intention of broadening the permitted uses is to offset the lack of designated employment lands within the Plan Area, to provide reasonable opportunities for very light, innocuous and compatible industrial/commercial type uses to locate and operate within the neighbourhood.
- f) The location identified for expanded uses is identified on Schedule RTB-2 and is described as being lands on the west side of Gorham Road, setback from the road allowance. The implementing zoning by-law shall be used to define a minimum setback from public roads and residential zones for buildings and associated parking that serve the expanded uses. Generally, buildings should be designed using a 30m minimum setback from a residential zone and 50m minimum from Gorham Road.
- g) The additional uses permitted would need to be classified as small scale in nature, with operations occurring in fully enclosed buildings or building units. Outside storage would not be permitted. Without limiting the generality of the types of additional uses, examples might include custom woodworking and cabinetry, commercial bakery, small courier or delivery depot and printing establishments.
- h) In areas of Commercial designation subject to the expanded use permissions, the Town may consider limited individual unit floor space maximums in effort to ensure small scale operations and provide for a range of users to locate within this designation.
- i) As the roads servicing the Gorham Commercial Gateway are under regional jurisdiction, the Region of Niagara shall be consulted in the preparation of Urban Design Guidelines with respect to their road allowances.
- j) Until such time that Urban Design Guidelines are approved, the following site design principles / guidelines should be acknowledged in submission and review for new development applications within the Gorham Commercial Gateway:

For Commercial located close to the roadways:

- i. 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;
- ii. Provide opportunities for buildings to extend towards the street frontage with provision of clearly identifiable pedestrian linkage and access to the site and buildings;
- iii. 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.
- iv. 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
- v. A variety of compatible colour and finishes should be considered for multi-unit commercial buildings;
- vi. 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;
- vii. Loading areas should be located at the rear of buildings;
- viii. 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 roadway;
- ix. Incorporating site furniture such as benches and bicycle racks should be provided;
- x. 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;
- xi. A minimum of 15% landscaped open space for the properties in the Gorham Commercial Centre is required and should focus and direct landscaping towards the street frontage;
- xii. 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.
- xiii. Drive-thru operations should be designed to address such matters as visual and aesthetic impact on adjacent properties and public road allowances.

For Commercial uses located away from the public roadways (those with expanded permitted uses):

- xiv. Building materials and facades visually accessible from the public roadway should remain of high quality;
- xv. Foundation landscaping treatments shall be encouraged where visually accessible from the public roadway
- xvi. Units with roll-up bay doors should be designed so as to not be visible from the roadway and loading should remain in rear areas;
- xvii. Businesses with delivery or fleet vehicles should use rear area parking, reserving customer parking in front buildings or units;

4.18.10. **INSTITUTIONAL**

The lands designated on Schedule “RTB-2” as “Institutional” shall recognize the existing institutional uses within the Secondary Plan Area and shall be reserved for a variety of public and institutional uses generally being governed by the Institutional policies of Section 4.12.

4.18.11. **OPEN SPACE**

- a) The lands designated as “Open Space” on Schedule “RTB-2” shall be reserved for a variety of active and passive recreational use and other open space uses including storm water management. The policies of Section 4.13 shall generally apply to lands designated as Open Space.

Lands identified under an “Open Space” designation within the Ridgeway-Thunder Bay Secondary Plan Area are further defined as provided below.

4.18.11.1. OPEN SPACE – PARKS (COMMUNITY, NEIGHBOURHOOD AND SPECIALIZED)

- b) 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. Applications for development shall have regard to the Master Plan and preferred park locations in their design plans.
- c) Parks are shown on most Schedules of this Plan. It shall remain the intention of the Town to pursue acquisition of adequate Parkland through dedication or other means afforded to the municipality through cash-in-lieu opportunities.

- d) 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. Crystal Ridge Park located in the northeast corner of the Crystal Beach Neighbourhood has traditionally performed the role of Community Park and Neighbourhood Park for both adjacent neighbourhoods and shall continue in this capacity with no new Community Park planned within the Ridgeway-Thunder Bay Secondary Plan Area.

Neighbourhood Parks

- ii. The Town shall pursue new neighbourhood parkland through dedication from current development activity occurring in the vicinity of Thunder Bay Road / Maple Leaf Avenue (Ridgeway-by-the-Lake and Ridgeway Shores Development areas) to service the south central area of the Secondary Plan
- iii. Additionally, neighbourhood parkland has also been identified on the schedules of this Plan, located north of the Bertie Public School in the northern portion of Ridgeway. Dedication will be pursued as the preferred method of acquisition resulting from any development applications by area owners with additional lands acquired where necessary from cash-in-lieu contributions.
- iv. Neighbourhood Parks are an important component of the overall Open Space network within the Secondary Plan. Neighbourhood Parks are considered points of interest or walkable, bikeable destinations for residents within the Plan Area and therefore, should be given priority in terms of connection to the overall network. Wherever possible, the provision of active transportation infrastructure to support pedestrian access to Ridgeway Lions Park, Bill Connolly Field and future neighbourhood parks shall be considered and addressed through new development applications, capital projects and capital replacement budgeting.

Specialized Parks

- v. Ridgeway-Thunder Bay provides several Specialized Parks within and straddling its boundaries. More specifically, Shagbark Nature Area, Maple Leaf Park (waterfront), Bernard Avenue Beach (waterfront) and the Friendship Trail. Each of these specialized

parks provides public with opportunities for unique passive recreational pursuits and will be protected for the enjoyment of future generations.

- vi. In addition, the Village Square in the heart of downtown Ridgeway acts as a focal point and transitional node or hub between civic culture and the active/passive recreational culture associated with the Friendship Trail. This unique specialized park space shall be promoted and supported by the Town and RBIA as a means of stimulating social interaction and commercial activity of residents and visitors year-round.
- vii. Opportunities for additional waterfront road allowances to be used for Specialized Park purposing will be considered by the Town to permit continued public access to the waterfront. Such initiatives are consistent with the Town's corporate strategic planning concerning public waterfront access.

4.18.11.2.OPEN SPACE – LINKAGE

- a) The Town supports linkage opportunities that assist in providing improved pedestrian access to points of interest such as the downtown core area & village square, neighbourhood and community parks, schools and public waterfront spaces.
- 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) Road allowances not presently improved within the Plan Area may be considered by the Town for pedestrian linkage. The Town supports creation of a pedestrian trail linkage on un-travelled portions of Wells Avenue (from Evadere to Hyman) as a means of providing more direct pedestrian connection from the Friendship Trail to the waterfront. By extension, such linkage also creates a core pedestrian linkage to Ridgeway's Downtown Core area for many residents in the Thunder Bay neighbourhood area. In general terms, this north-south connection is an excellent asset for active transportation.
- d) Trail development through select Environmental Area designations identified on Schedules RTB-3 and RTB-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.

- e) Landscaping treatment and maintenance requirements for linear public linkage will be determined by Town Parks & Open Space staff in consultation with Operations staff. Some areas may be best suited in a naturalized state and others may be preferred in a maintained park like setting.
- f) 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.
- g) Linkage opportunities are represented on Schedules RTB-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.

4.18.11.3.OPEN SPACE – PUBLIC WATERFRONT

- a) Policy 4.13.4 shall continue to apply with respect to the Lake Erie shoreline within Ridgeway-Thunder Bay.
- b) The public waterfront represents an important component to the overall open space network with respect to broader community interests. The publicly accessible waterfront areas are destinations for many residents and visitors from beyond Fort Erie's boundary. The Town shall remain diligent in protecting its public waterfront property and related points of access. Additional waterfront lands shall be received through the implementation of existing Town policy.
- c) The Town shall ensure that available parking areas associated with waterfront access locations are optimized. The Town will continue to monitor area on-street parking to ensure pedestrian safety and passable conditions are maintained. The Town may consider restrictions to on-street parking in areas of high pedestrian traffic and crossing movement for safety and improved sightlines.

4.18.11.4.OPEN SPACE – STORM WATER MANAGEMENT (SWM)

- a) Lands identified as "Open Space - Storm Water Management" (SWM) within the Plan Area serve to provide quality control and volume storage as a result of development. These SWM facilities are functional components of the overall catchment areas they receive surface drainage from and are not considered suitable as active park space for structured recreational purposes. There is an

inherent hazard or flood risk associated with their function and as a result, design of these facilities may require they be fenced for public safety and protection. If options are made available to design in a manner acceptable to approval authorities, efforts to reduce or eliminate fencing requirements should be explored.

- b) Opportunities for SWM facilities to be designed in a manner that provides for a naturalized setting should be considered, provided access and maintenance requirements are not impacted.
- c) New subdivision development will require appropriate studies to assess and demonstrate management of stormwater flows so as to not impact on downstream capacity as a result of increased hard surface run-off.
- d) New development not required to provide SWM ponds shall demonstrate acceptable levels of on-site containment and regulated run-off achieves pre and post run-off conditions for the respective drainage area.
- e) SWM Management reports and detailed engineering shall require approval of relevant authorities including the Town and Niagara Peninsula Conservation Authority. New Stormwater Management Facilities (ponds) will require an Environmental Compliance Approval from the Ministry of Environment.
- f) Existing and proposed SWM facilities are shown on Schedules “RTB-3, 3a and 4”. Proposed SWM ponds shall be considered approximate until detailed engineering at the development stage can more precisely define limits and location of the designation.
- g) Following detailed engineering analysis, should proposed storm water management facilities identified as “Open Space (SWM)” on the Schedules to this Plan be relocated, shift or have their area requirement diminish, the subsequent implementing designation shall be interpreted to be the adjacent developable land use designation. An amendment will not be required provided the changes are not substantive and are the result of detailed refinement.

4.18.12. NATURAL HERITAGE

4.18.12.1. GENERAL

- a) Policies of Section 8 shall apply to all Natural Heritage resources within the 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 RTB-2 of the Ridgeway-Thunder Bay Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules RTB-3 and RTB-3a, and are further broken down to illustrate the specific natural components.
- f) The Ridgeway-Thunder Bay Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule RTB-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) Policy 8.8.1.XXIV shall be referenced for direction regarding the relationship between existing draft approved plans of subdivision and natural heritage features.

4.18.12.2. 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 RTB-2 and RTB-3. All PSW's are designated as Environmental Protection.
- c) The Plan Area contains several locations where PSW's are identified. The most notable being located generally south of Dominion Road, east of Prospect Point Road North, west of Maple Leaf Avenue North and north of the former golf course along Thunder Bay Road. The friendship Trail bisects the feature just north of its centre. This large feature is referred to locally as the Mann Farm.

The northern portion of this Environmental Protection Area, being those lands north of the Friendship Trail is currently in public ownership. South of the Friendship Trail, a portion at the very southern region is being dedicated to the Town through the Draft Plan Approval process (Ridgeway Shores). The remaining central region of the Environmental Protection Area remains in private ownership. Acquisition of this central portion by a public entity should be explored to continue to provide long term protection for this large ecological feature in the heart of the Secondary Plan combined with educational opportunities through appropriate trails approved by the relevant approval authorities.

- d) Three additional locations containing PSW designation are identified on Schedule RTB-3. The first being in the northwest corner of the Plan Area, southeast of the Nigh Road and Gorham Road intersection. The second is located at the westerly most limit of the Plan Area, adjacent to the Gorham Commercial Gateway and lastly, in the southeast, adjacent to the Shirley Road Pumping Station. In all instances the Environmental Protection designation has been applied and long term protection shall be afforded.
- e) 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.

- f) Schedules RTB-2 and RTB-3 illustrate the PSW feature and the 30m buffer area associated with the feature. Development within the buffer area is regulated by the NPCA and generally not permitted unless approved by the NPCA.
- g) The 30m buffer 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.
- h) Notwithstanding paragraph a) and c) herein, Section 4.18.12.1c) recognizes there may be unique circumstances for existing development in PSW buffer areas, 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.
- i) Natural Hazards are reflected on Schedules RTB-2 (contained within the Environmental Protection designation) and further broken down on Schedule RTB-3 and RTB-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Ridgeway-Thunder Bay Secondary Plan Area.

4.18.12.3.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 RTB-2.
- 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 in 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.

4.18.12.4.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 Schedules.

- 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 Ridgeway-Thunder Bay Secondary Plan Area contains several such corridor routes, which are shown on Schedule “RTB-3” of this Plan.
- 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.

4.18.13. TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT)

- a) The Transportation System is in reference to the various modes of transportation infrastructure that exists or can be planned to be made available to service the Ridgeway-Thunder Bay Secondary Plan Area. The three components envisioned to service the Plan include the road network, the pedestrian/active transportation network and public transit routing.
- b) Transportation systems are shown on Schedule RTB-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.

4.18.13.1. ROAD NETWORKS

- a) The development of the road network for the Ridgeway-Thunder Bay Secondary Plan 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 grid of road allowances strongly represents in the built environment. There are a few road allowances that have remained unimproved and may be considered for alternate purposes relating to active transportation, trail network development and pedestrian connectivity, prior to any determination on whole or part of the unimproved road allowances being considered surplus.
- d) There are generally three categories of roadway hierarchy in the Plan Area. Two Regional arterials (*Gorham Road and Dominion Road*), four Town collectors (*Ridge Road, Burleigh Road, Bernard Avenue and Thunder Bay Road*). All remaining roads would classify as local roads. More recently, private roads are being constructed in association with condominium development; however, these roads remain private and are the responsibility of their respective ownership.
- e) Schedule RTB-4 illustrates the hierarchy of roads and any new development application shall have regard for ultimate road allowance widths in design and zoning setback regulation.
- f) 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 with conceptual roads shown may supply alternate designs, however development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. Amendment of this Plan would not be required.
- g) 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 respecting Dominion and Gorham Roads, at which time final determination on provision of any widening requirements will be identified.
- h) 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.
- i) Road widening and daylighting requirements shall be in keeping with the policies of Section 12.7.4.
- j) New road connections should be aligned with opposing roads or major driveways whenever possible.

- k) New road intersections and driveways connecting to Gorham Road and Dominion Road shall require Regional approval.
- l) The Town considers a future road connection linking Yacht Harbour Road with North Shore Drive desirable. This conceptual connection is shown on the Schedules of this Plan. Until such time that an appropriate solution can be determined for connection between the private and public roads, the construction of the connection will not be pursued.

4.18.13.2.ACTIVE TRANSPORTATION

- a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).
- b) Schedule “RTB-4” illustrates components of the Active Transportation Network for the Ridgeway-Thunder Bay 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) The Friendship Trail is a tremendous active transportation asset, not just locally or municipally, but as part of a regional system (*Greater Niagara Cycle Route*). Whenever practical or feasible, additional pedestrian network connection should be considered to further enhance the Friendship Trail’s catchment and access.
- f) Frequent destinations or points of interest, such as Ridgeway’s Village Core, the Gorham Commercial Gateway, schools, parks and waterfront should be given priority for connection when considering annual budget allocation. Connections with established transit routes may also be considered where feasible.
- g) 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 “RTB-4”.

- h) At a minimum, all new or completely reconstructed roads within the Plan Area shall provide for a sidewalk on at least one side of the roadway where financially feasible.
- i) Consideration shall be given to provision of active transportation infrastructure contained within regional and local roadways during major reconstruction projects. Subject to available funding, bicycle lanes as identified on RTB-4 should be a consideration when resurfacing projects are being undertaken.
- j) 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.
- k) 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.
- l) On-road bicycle lanes should be considered for Thunder Bay Road in effort to provide safe cycling access to the waterfront parks and a more southerly east-west route that parallels the service area of the Friendship Trail. Additional linkage from the Friendship Trail to Thunder Bay Road should also be considered. Prospect Point Road North may be suitable to serve in such a capacity, preserving on-street parking in the downtown core area of Ridge Road North. Ultimately, bicycle lanes on Bernard Avenue would create a loop serving the vast majority of the Thunder Bay area.
- m) Portions of the un-opened Wells Avenue road allowance should be considered for active transportation linkage from the Friendship Trail southward towards the waterfront. This central location is well situated to serve both residents and recreationalists.
- n) 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 the Shagbark Nature Area with the core area PSW (Mann Farm) south of Dominion Road and Friendship Trail shall be encouraged.

- o) Any trails associated with, or located in, Natural Features and Open Space areas (excluding some park designations) shall not be lit, thereby assisting in nocturnal wildlife corridor function.
- p) Type of surface materials used on trail linkages in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.
- q) Wherever possible, the Town and Region will work cooperatively in establishing linkages to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation modes.
- r) Active Transportation and Public Transit use are complimentary modes of transportation. Wherever feasible, provision of pedestrian linkage to established transit routes shall be encouraged.

4.18.13.3.PUBLIC TRANSIT

- a) The Ridgeway-Thunder Bay Secondary Plan presently receives regular transit service on a fixed schedule. As development activity increases and population within the Plan Area increases, regular review of the service area routing is encouraged with a goal of expanding coverage and increasing ridership.
- b) Connection to regional transit service is not presently available in Ridgeway-Thunder Bay. The current hub for regional transit connection is located at the major commercial (Walmart) shopping district at Thompson and Garrison Roads (Spears-High Pointe Neighbourhood). Opportunities for regional transit connection shall be encouraged and promoted in conjunction with local transit initiatives in providing access to and from major urban centres within Niagara.
- c) Although not shown on Schedule “RTB-4”, and considered to be a longer term objective, the Gorham Commercial Centre 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 Crystal Beach Neighbourhood with improved access to regional transit, and depending on routing in relation to the QEW, potentially connecting Stevensville as well. The Town shall work cooperatively with the Region on matters relating to improved regional transit connectivity for its residents.

- d) Current local transit routing is illustrated on Schedule “RTB-4”. Although not illustrated on the Schedule, future consideration of expanding the local transit network shall consider Thunder Bay Road and Bernard Avenue for service delivery, providing Thunder Bay residents with a transportation alternative and serving the general public with more direct access to public waterfront areas.
- e) Applications for development shall have regard for transit route service needs. Actual location and infrastructure enhancements for transit stops will be reviewed on an application by application basis. Developers may be required to provide or assist in providing infrastructure to accommodate transit or future transit.
- f) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.18.14. **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 in popular areas such as Bernard Beach and Maple Leaf Beach, where seasonal influx may result in increased concerns. The Town may recommend restrictions to alleviate any safety issues if deemed appropriate.
- c) When streets with sufficient road allowance width are identified for reconstruction in popular areas, 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 continue to monitor and consider additional opportunities for public parking provision in the Downtown Ridgeway commercial district. The Town shall consult with the Ridgeway BIA on a regular basis respecting parking concerns and work cooperatively in seeking resolution to persistent impacts. Area residents shall be encouraged to use active transportation when accessing the core area, reserving available parking for visitor and tourist traffic.
- e) Should the Town seek to provide additional public parking within downtown Ridgeway, on-street opportunities in the vicinity of the core shall be maximized first and prior to consideration of a new public parking lot. The Town may initiate a parking study prior to any commitment for new lot construction. The Town shall

however, continue to investigate and identify suitable locations for public lot provisions in the event that increased demand warrants action.

- f) 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.
- g) Parking in the Gorham Commercial Gateway will be required to be provided on-site for commercial development, taking into account any approved urban design guidelines when commercial site design is first being considered.
- h) Landscaped areas will be requested for large parking lots, particularly where they are adjacent to Gorham Road, Dominion Road or adjacent residential use. 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.
- i) 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.
- j) As predominant road frontage in the Gorham Commercial Gateway gain access to regional roads, the Region will be required to approve ingress/egress locations. Inter-lot connections by way of mutual access easements and agreement are encouraged to limit the amount of driveways and enhance the landscaping abilities afforded with broader, contiguous boulevard lengths.

4.18.15. **CULTURAL HERITAGE**

- a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.
- b) The Town recognizes the unique cultural and historical significance of the Downtown Ridgeway Commercial Core Area as being fundamentally and characteristically different than other commercial designations within the Plan Area. Together with the residential in the immediate vicinity, the Ridgeway downtown displays cultural heritage characteristics that need to be considered in the event that new or re-development is proposed in the downtown area.
- c) In developing Urban Design Guidelines for Ridgeway's downtown, the Town will ensure guidelines address cultural and historical elements that should be maintained and enhanced in effort to strengthen the village character.

- d) The Secondary Plan Area contains a number of properties that are either presently designated under the Ontario Heritage Act, or have been identified by the Town to be of interest and subsequently added to the Municipal Registry for consideration on designation. The majority of these properties are located in or within close proximity of the downtown Ridgeway core, generally being the area that best reflects the heritage character of the community. 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.
- e) Schedule "RTB-2" identifies the location of properties that are either designated or listed on the Municipal Registry. The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Ridgeway-Thunder Bay's built heritage and from time to time, may recommend for Council's consideration, additional properties for designation or addition to the Registry.
- f) The Ridgeway-Thunder Bay 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.

4.18.16. **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 Ridgeway-Thunder Bay 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. The Region is in the process of upgrading the Shirley Road Pumping Station, however, the planned work does not preclude, nor impact available capacity for future development within the Plan Area.
- d) The Town shall continue to make improvements to storm drainage systems in the Bernard Avenue/Thunder Bay area to assist in alleviating poor natural surface

drainage in this relatively flat area of the municipality. 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) 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.

4.18.17. 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. 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.

4.18.18. NEIGHBOURHOOD GATEWAYS & LANDMARKS

- a) Schedule RTB-2 illustrates Gateway and community Landmarks at key locations in the Plan Area with one such Landmark currently existing:
 - i. Ridgeway Core Area (existing Landmark feature at Civic Square)
 - ii. Gorham Commercial Gateway
 - iii. Dominion East Gateway
- b) Gateway features act to provide both physical and physiological queues to sensory perception on arrival or departure and Community Landmarks act as

visual benchmarks or visual points of reference to indicate location. These queues can range depending on what is intended in defining the character of the gateway or landmark.

In other words, the intensity of the 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 bold statement or a much more modest approach to signal a threshold or specific location.

- c) The Downtown village core area employs a Landmark feature that is clearly identifiable in its location and character. The Village Square represents the heart of the core area and the Landmark acts to re-enforce this location for all to reference in a prominent manner.
- d) The Gorham Commercial Gateway is envisioned to be an active commercial area, focusing less on village character and more on commerce and enterprise. When considering a Landmark for this area of the neighbourhood, consideration should focus on the intersection of these two regional roads. Architectural elements or signature buildings can be considered for the corner properties at this location. The Town will work cooperatively with the Region and property owners in making provision for an architectural feature for inclusion in any future develop or re-development of corner properties.
- e) Gateways and Landmark features can be further defined through the preparation of Urban Design Guidelines.
- f) The Dominion East Gateway feature should consider landscape treatment as the primary feature in combination with other elements such as rock and lighting techniques, creating a modest, low impact gateway reflective of the lower density residential development in the immediate area.
- g) When municipal wayfinding signage is being considered in close proximity the signage should be situated in such a manner that it does not compete with the Gateway or Landmark features,
- h) 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.

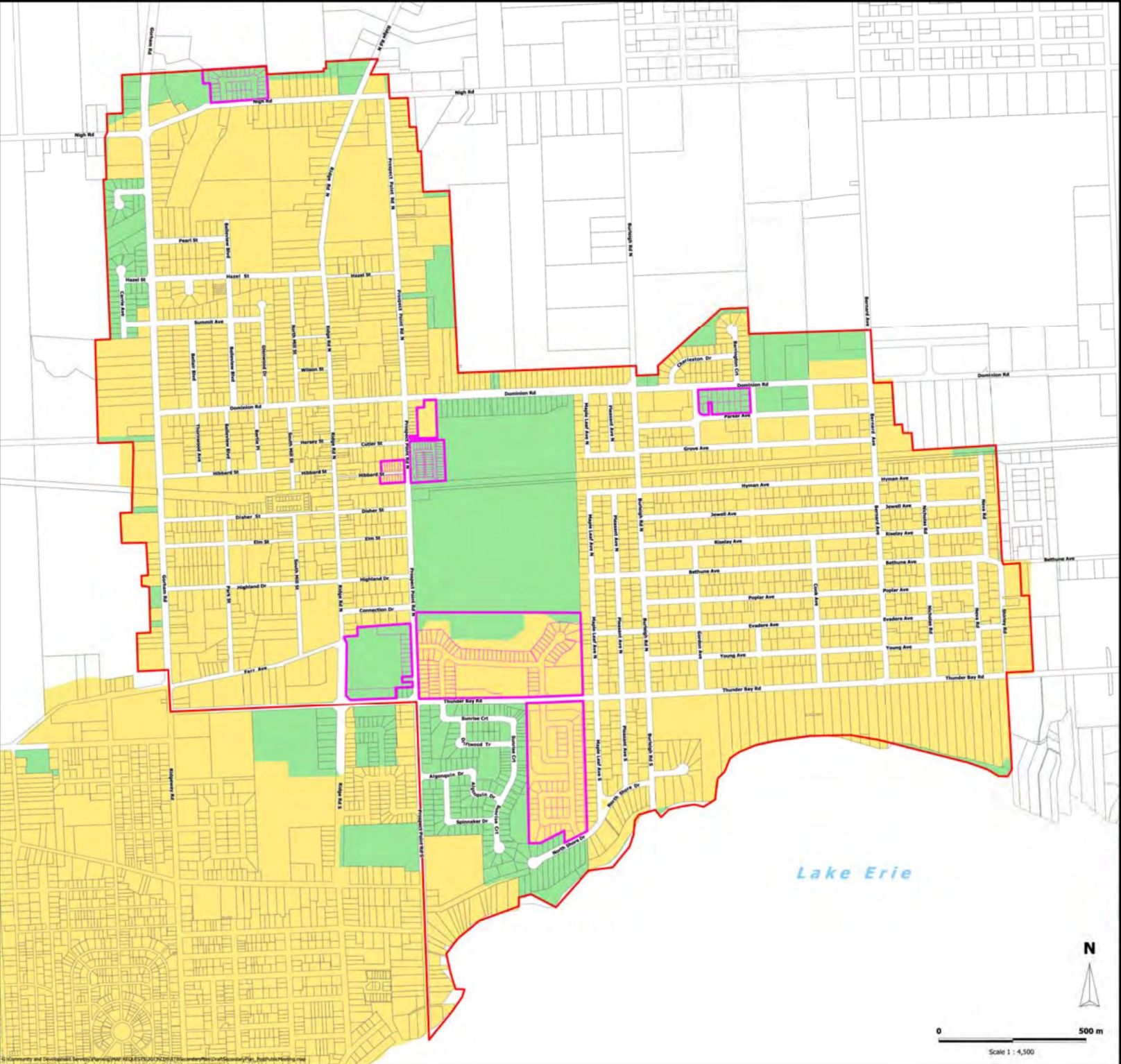
4.18.19. INTERPRETATION OF THE PLAN

The Ridgeway-Thunder Bay Secondary Plan (Official Plan Amendment No.15) consists of Sections 4.18.1 through 4.18.18, and Schedules “RTB-1”, “RTB-2”, “RTB-3”, “RTB-3a” and “RTB-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.

(Section 4.18 was introduced by By-law 2013-084, OPA #15)

RIDGEWAY / THUNDER BAY SECONDARY PLAN : Schedule RTB-1 - Built Boundary (Places to Grow)



**Schedule RTB-1
Built Boundary
(Places to Grow)**

- Built-Up Area (Places to Grow - Growth Plan for the Greater Golden Horseshoe)
- Greenfield (Places to Grow - Growth Plan for the Greater Golden Horseshoe)
- Active Draft Approved Plans of Subdivision
- Study Area Boundary Line

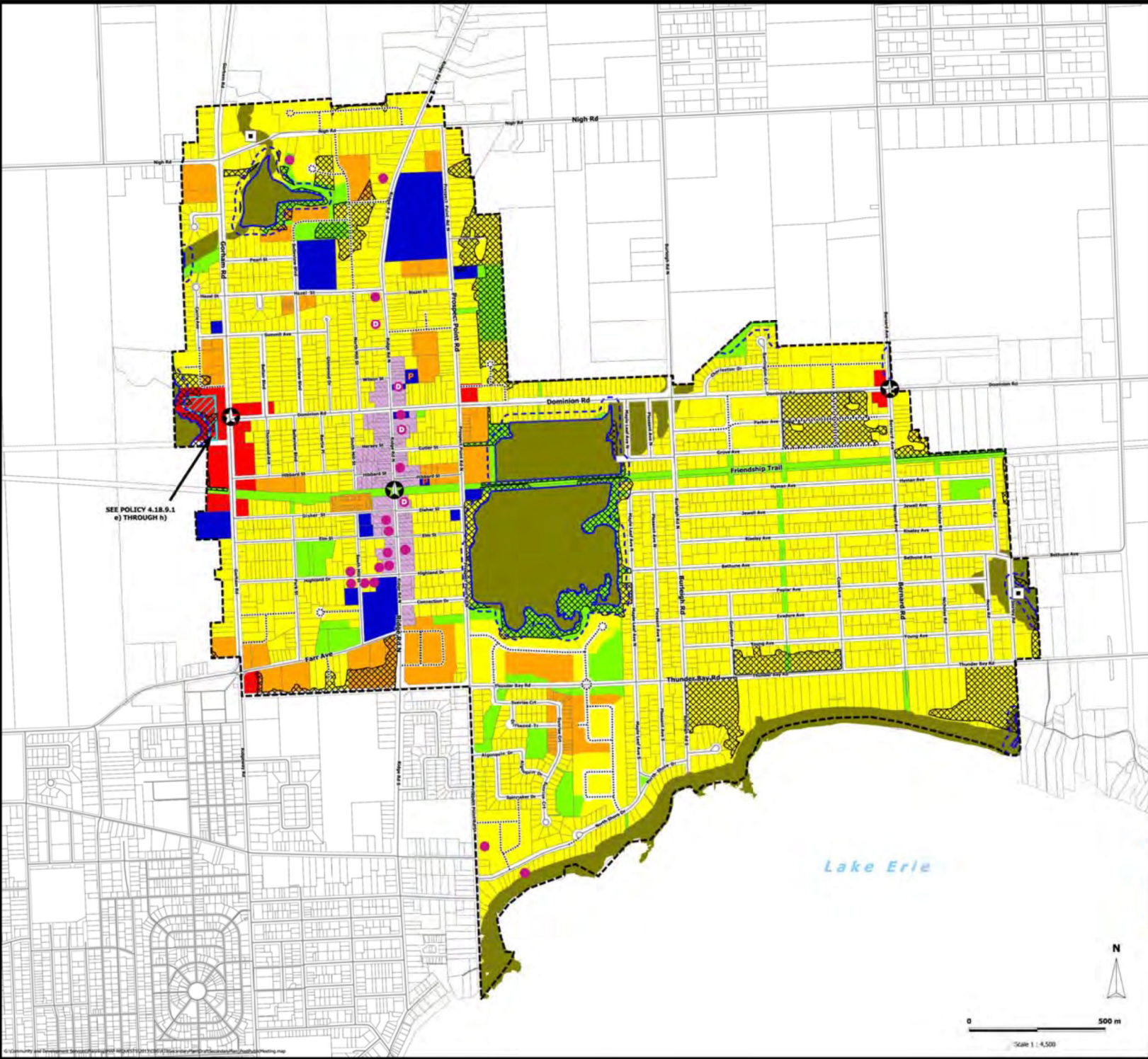
Notes: 1. This schedule must be read in conjunction with the texts of the Secondary Plan, together with all schedules of OPA 15



**THIS IS SCHEDULE
RTB-1
TO OFFICIAL PLAN
AMENDMENT 15**



0 500 m
Scale 1 : 4,500



Schedule RTB-2
Future Land Use Plan

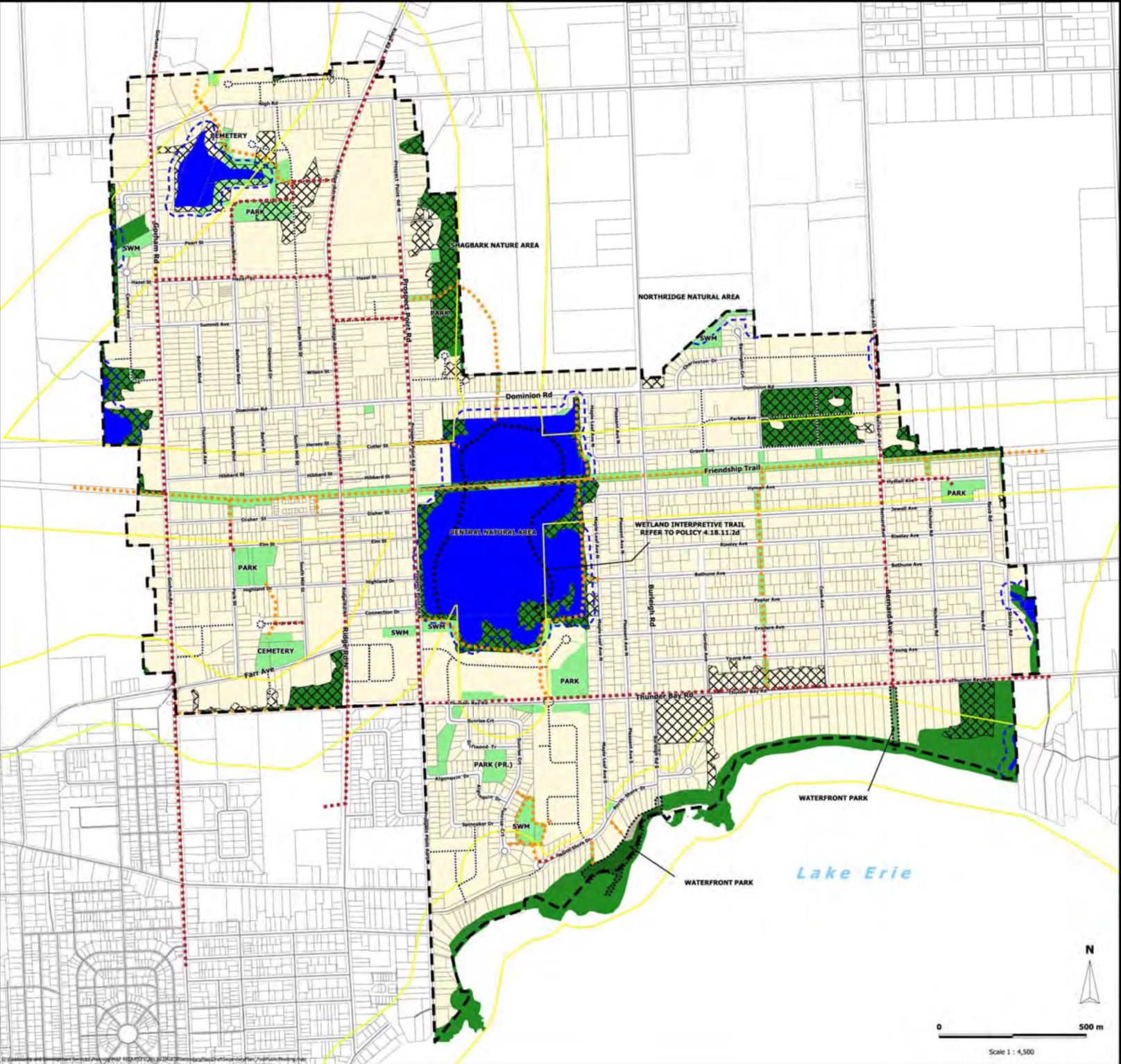
- Commercial
- Core Mixed Use
- Institutional
- Open Space
- Residential - Low Density (Up to 25 u/ha)
- Residential - Medium Density (25-75 u/ha)
- Environmental Conservation
- Environmental Protection
- MNR Provincially Significant Wetland
- Wetland 30 m Buffer
- Policy 4.18.9.1 e) - h)
- Potential Heritage Sites
- Designated Heritage Site
- Gateway Feature
- Regional Sanitary Pumping Station
- Conceptual Road
- Existing Travelled Road
- Study Area Boundary Line
- Proposed Public Parking Areas

Notes: 1. This schedule must be read in conjunction with the texts of the Secondary Plan, together with all schedules of OPA 15

2. For areas shown with a Environmental Conservation Overlay please refer to Schedule RTB-3 and Section 4.18.12.3



THIS IS SCHEDULE
RTB-2
TO OFFICIAL PLAN
AMENDMENT 15



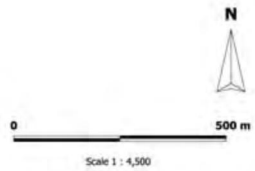
**Schedule RTB-3
Open Space and Natural
Heritage Plan**

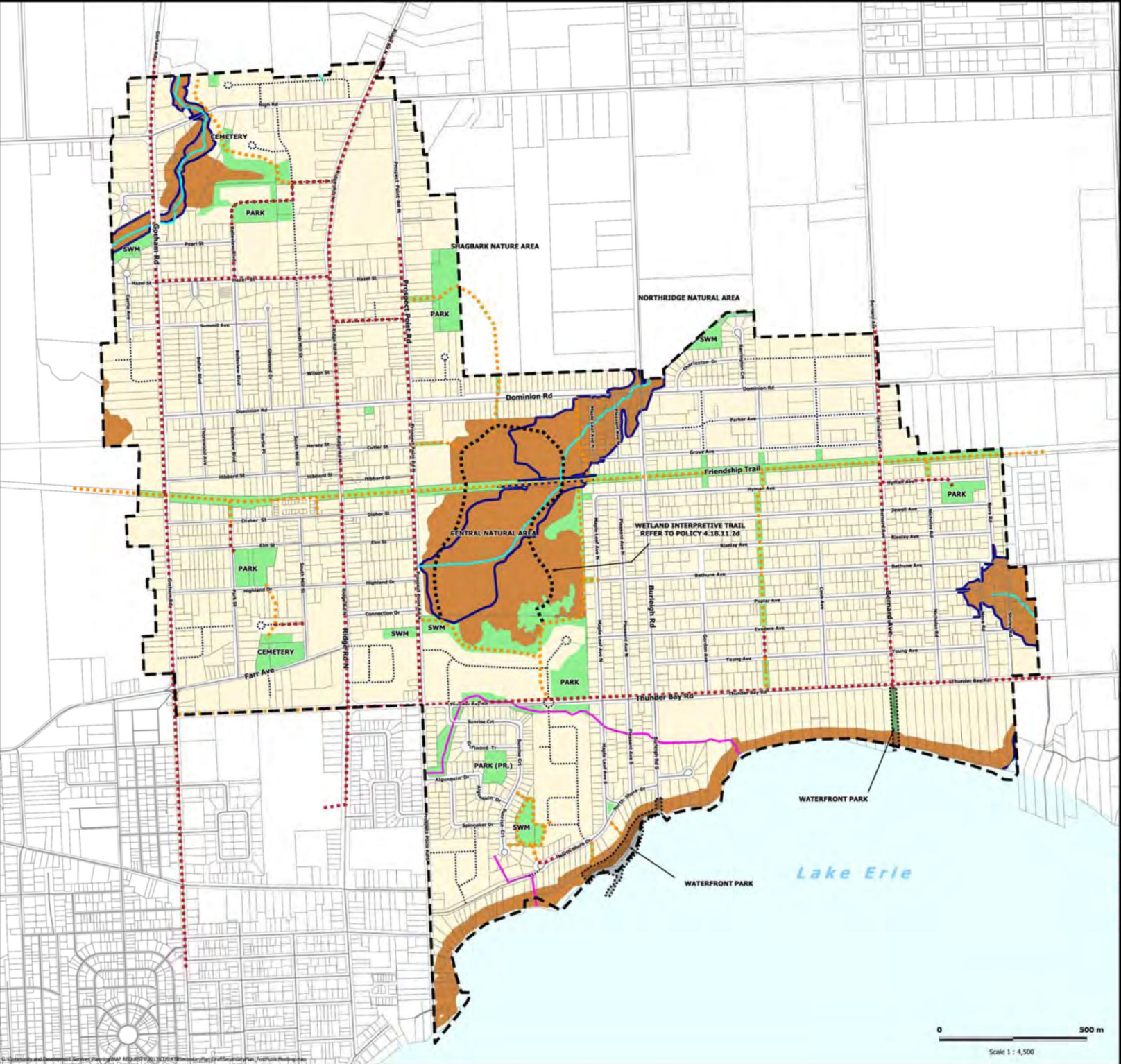
- Pedestrian Route and/or Bicycle Route
- Dedicated Off Road Trail System
- Wetland Interpretive Trail
- MNR Provincially Significant Wetland
- Wetland 30 m Buffer
- Locally Significant Natural Area
- Parks/Open Space/Linkage
- Woodlot Over 2 ha
- Environmental Corridors
- Waterfront Park
- Study Area Boundary Line
- Conceptual Road
- Existing Travelled Road

Notes: 1. This schedule must be read in conjunction with the texts of the Secondary Plan, together with all schedules of OPA 15



**THIS IS SCHEDULE
RTB-3
TO OFFICIAL PLAN
AMENDMENT 15**





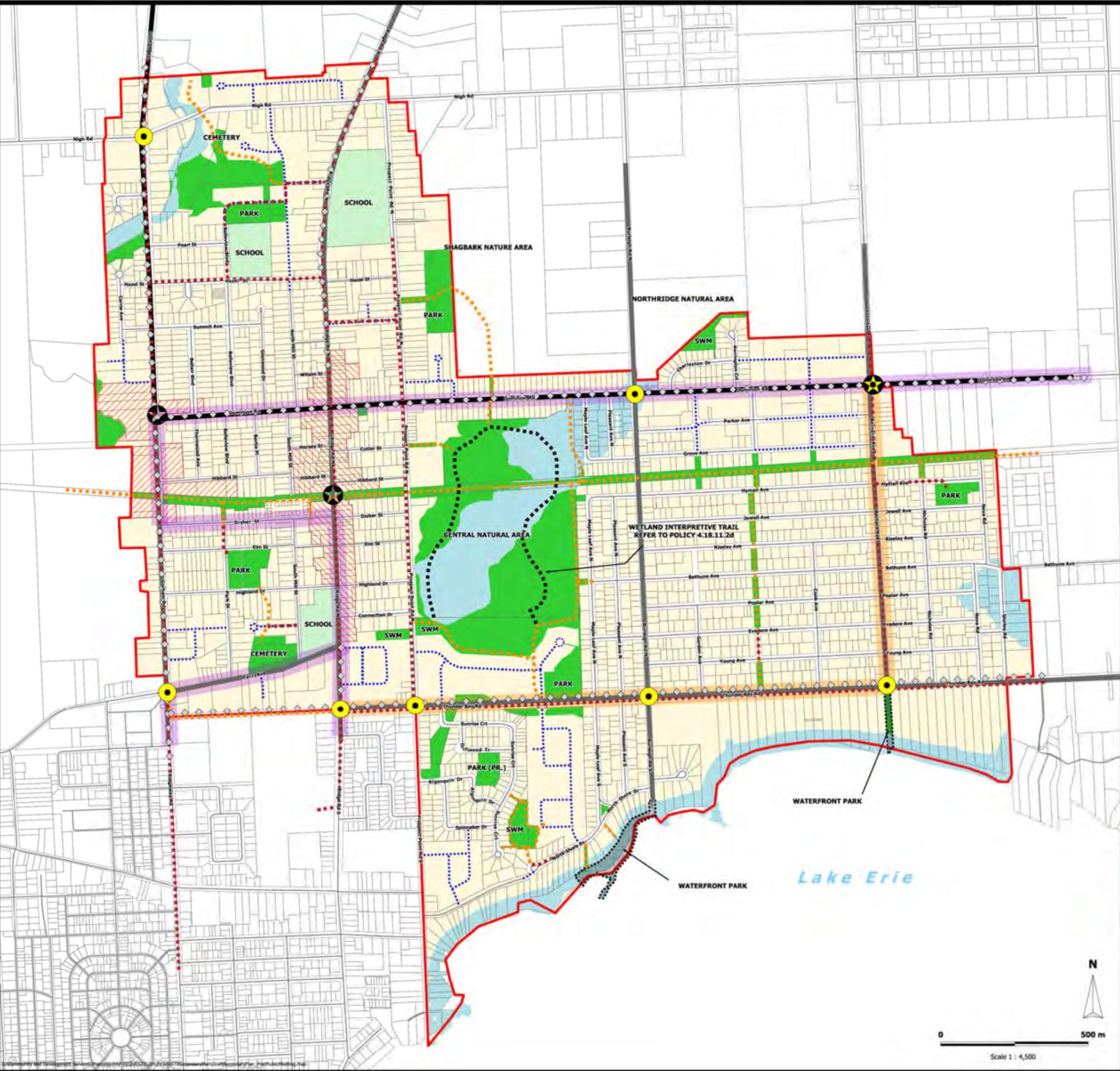
- Schedule RTB-3a**
Open Space, Natural Hazards
and Fish Habitat Plan
- Pedestrian Route and/or Bicycle Route
 - Dedicated Off Road Trail System
 - Wetland Interpretive Trail
 - Parks/Open Space/Linkage
 - Natural Hazards Including Floodplain
 - NPCA Regulated Floodplain
 - Waterfront Park
 - Lake Habitat
 - Study Area Boundary Line
 - Existing Travelled Roads
 - Conceptual Road
 - Stream Fish Habitat - Critical
 - Stream Fish Habitat - Other

Notes: 1. This schedule must be read in conjunction with the texts of the Secondary Plan, together with all schedules of OPA 15



THIS IS SCHEDULE
RTB-3a
TO OFFICIAL PLAN
AMENDMENT 15





**Schedule RTB-4
Transportation
Systems Plan**

- Arterial Road
- Collector Road
- Existing Local Road
- Conceptual Road
- Pedestrian Route and/or Bicycle Route
- Dedicated Off Road Trail System
- Wetland Interpretive Trail
- NPCA Flood Regulatory Area
- Parks/Open Space/Linkages/
Natural Areas
- Schools
- Core Mixed Use
- Gorham Commercial Gateway
- Future Corridor Improvements
- Future intersection Improvements
- Existing Fort Erie Transit Route
- Proposed Fort Erie Transit Route
- Gateway Feature
- Waterfront Park
- Study Area Boundary Line

Notes: 1. This schedule must be read in conjunction with the texts of the Secondary Plan, together with all schedules of OPA 15



**THIS IS SCHEDULE
RTB-4
TO OFFICIAL PLAN
AMENDMENT 15**