



Town of Fort Erie

Schedule G: Douglastown-Black Creek Secondary Plan

4.20. DOUGLASTOWN-BLACK CREEK SECONDARY PLAN

4.20.1. PURPOSE

The purpose of the Douglastown-Black Creek Secondary Plan is to provide a policy framework guide and provide opportunities for new development in the Plan Area 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 any form of renewal to ensure it is in keeping with the Town's vision for this neighbourhood. The Plan will provide and serve as the guide for planning activity at a minimum to the year 2031, and will be subject to amendments from time to time, as well as being included the Town's 5 year review of its Official Plan. Full "build out" or development permitted by this Plan would exceed the 2031 planning horizon timeline associated with Growth Plan objectives and municipal growth management targets.

4.20.2. VISION

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

"The ideal Douglastown-Black Creek is a peaceful bedroom community, uniquely located for those who enjoy active outdoor and leisure lifestyles, including support for active transportation and walkable local commercial amenities; where homes are affordable, available for all ages and where future development is compatible with its surroundings."

4.20.3. GOALS

The goal of this Plan is to build off the "vision" established through stakeholder consultation. Treating the vision statement as a benchmark has guided this Plan's land use and policy development at the local level, while also respecting the provincial and regional policy directives. Community expressed goals such as convenience commercial and transit connection need increased population if they are to become feasible. Increasing the overall population and residential density can only add to the

feasibility of such services, but in doing so, a balance must be found that is sympathetic to the existing community character, but also introduces a variety of housing forms.

The Plan will maintain a residential prominence. However, efforts to reinforce local commercial viability in the vicinity of Baker Road and Netherby Road intersection, together with efforts to broaden the range of permitted uses in the Highway Commercial designation on the south side of the QEW will also be explored.

Despite Complete Community objectives being the practice of secondary planning efforts of the Town, it may not always be practical to anticipate the full spectrum of amenities typically found in much larger geographic areas and more populous urban neighbourhoods. What can be achieved is taking advantage of opportunities to diversify the uses that are being planned, which for the most part, will continue to be residential in focus. From the outset, this community has been identified as being a bedroom community and given its scale, is not likely going to be enough at build-out to support amenities typical of a complete community such as a grocery store, a school or post office.

The geography is simply not of a scale to attract or support some forms common to the complete community and with adjacent urban areas offering most if not all, it further diminishes feasibility or viability in this regard. Nevertheless, it does provide opportunities for new commercial and the market will dictate viability.

What can be promoted is diversification in the current building stock. Intensification in the form of smaller frontage singles, introduction of semi-detached and townhomes, together with small apartment or other multi-level living would offer choice in housing form, which is essentially large lot detached or lifestyle living in the leisure home park.

So while not considered a “complete community”, it is with certainty, a move towards diversifying and giving rise to supporting the existing community facilities, providing increased viability to sustain local commercial enterprise and furthering any potential for future transit feasibility/connection.

4.20.4. **OBJECTIVES**

The main objectives of the Douglastown-Black Creek Secondary Plan are to:

- a) Provide a variety of housing choice that supports “age-in-place” opportunities for all ages, not just senior residents, but rather housing and tenure that spans the full lifecycle;

- b) Encourage development forms which are more compact, to utilize urban land and services efficiently;
- c) Identify locations within the Plan Area which may best represent the form of residential being introduced and support the locations through zoning implementation;
- d) Increase population to generally double that of present day at full build-out. An increased population will better support existing community facilities and offer increased viability to commercial enterprise and transit feasibility;
- e) Reinforce the (northern) community entry of Baker Road at Netherby Road as the “Gateway” into the community by applying urban design criteria and consider using architectural control in the implementing zoning for buildings at this location;
- f) Provide supporting policy that recognizes active transportation with focus on connecting links to the Niagara River multi-use trail (part of the Greater Niagara Circle Route) and the local Shagbark Trail;
- g) Provide support and increase awareness of the public points of access to Black Creek for casual recreational pursuits;
- h) Protect significant natural features such as Provincially Significant Wetlands with appropriate environmental protection designation, ensuring their ecological functions, benefits and contributions to the natural environment will be shared for future generations;
- i) Anticipate transit service will reach the community once population increases and have bridged the feasibility and viability gaps that have kept regular transit service to Douglastown-Black Creek from being established;
- j) Promote enhancement of employment opportunities in the permitted commercial uses on the south side of the QEW to broaden their appeal as development lands next to the highway.
- k) Ensure that municipal infrastructure, such as water, sewers, storm water management facilities and public / private utilities are provided to adequately service the population and where servicing feasibility is not apparent, seek alternatives to providing very limited development

opportunities through private servicing where approval authorities have been satisfied criteria can be met.

4.20.5. **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 "DBC-2" designates areas of residential land use within the Secondary Plan Area and the policies of the respective residential sections shall apply accordingly.
- c) The Plan sets out to provide for initial areas of Low and Medium density residential recognizing and maintaining existing and approved residential development. New areas of residential development, being predominantly the lands west of Black Creek Drive, shall also be duly designated for residential uses and will contain the areas of intensification envisioned. Designation and zoning will be used to secure and control future development of these lands that are in keeping with the goals and objectives on this Plan.
- d) The Secondary Plan provides for targeted range of approximately 1100 units at plan "build out" including the existing 630 units. The approximately 500 new/additional units identified in this Plan will increase the existing population from roughly 1350 persons to between 2500 - 2600 by adding approximately 1150 to 1250 new residents to Douglastown-Black Creek over the long term. The new residential units shall comprise approximately 280 new low density residential units (including the approved 90 unit River Trail Phase 2 Plan) with the remaining units comprising the medium density form. It is estimated that approximately 100 to 150 apartment units can be composed in the medium density provided for in this Plan. Furthermore, it is expected the market will lead on the amount and timing relating to the apartment form, but the Plan is providing for it to address the age-in-place opportunity and to some extent, the affordability of housing within the community.
- 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. When considering seniors residences, location in proximity of the community centre, place of worship and the potential future

commercial is preferred, in effort to provide greater ease in access to such amenities.

- j) For lands being considered for residential development that may be impacted by the Environmental Conservation Overlay, only through developer or landowner activity where there is an interest in advancing the underlying designation, and where an EIS has been required and approved, will actual development potential be confirmed.
- k) Storm water management (SWM) facilities are essential for sustainable development, including residential areas. As such and given the exact size and location of facilities is determined after detailed engineering studies have been provided with development plans; SWM facilities shall be considered a permitted use within both the Low Density Residential and Medium Density Residential designations of this Plan. Appropriate zoning shall be applied as a part of the development process or potentially through municipal housekeeping amendments once location, construction and size have been finalized.
- l) All residential development shall be subject to the regulations and provisions of the Town Comprehensive Zoning By-law 129-90, as amended, or succession thereof. Site specific zoning may be used in certain situations or under special circumstance during implementation of this Plan. Zoning may also be used to recognize existing conditions, if such conditions can be proven to have existed prior to the passing of By-law 129-90.
- m) The active draft plan of subdivision application and zoning application for lands north of Baker Road, east of Netherby Road (former draft approved Black Creek Meadows subdivision) will be permitted to complete processing. Land use designations shown on Schedules to this Plan may be slightly modified to reflect any subsequent approval without amendment to this Plan. Once draft approved, the lands subject of the application would then become subject to all policies of this Plan.
- n) Lands shown as residential in designation that comprise the former Erie and Ontario Rail line will be subject to Environmental Site Assessment studies to accompany any zoning by-law amendment application, if residential development is proposed.

4.20.6. **LOW DENSITY RESIDENTIAL**

- a) The lands designated on Schedule “DBC-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 (detached, semi-detached and duplex) should comprise roughly half of all new development form/type. A Low Density range of up to 16 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure and providing opportunities to diversify lower density housing stock.
- c) Schedule “DBC-2” provides for approximately 190 additional low density units, not including those in existing registered and draft approved plans of subdivision (approx. 90 units) for an estimated total of 280 units over the long term. Essentially all new low density residential dwellings will be planned to locate on large parcels of land through draft plan of subdivision on the west side of Black Creek Road. The majority of these dwellings will be located north of Baker Road with opportunities for additional low density subdivision planning mid-block south of Baker Road. New lower density development should be expected to comprise modestly smaller lot area and dimension than the majority of the existing low density lots. 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 4.20.11.3 of this Plan. Development, redevelopment or expansion of existing use may require further environmental study prior to any approval being considered or granted in accordance with Section 8 of the Official Plan.
- e) Low density residential that may be planned adjacent or in close proximity to Netherby Road and the QEW Niagara-bound off ramping shall comply with MTO building setback requirements and be required to demonstrate compliance with Ministry of Environment and Climate Change noise and vibration regulations in providing adequate

mitigation to sensitive residential uses.

- f) Medium Density residential development on lands designated as Low Density Residential in this Plan shall only occur by zoning by-law amendment having considered matters such as suitability and size of the site, proximity to arterial roads, parks or open space areas. In such cases, any additional units shall be considered a supplement and compliment to unit counts identified in Policy 4.20.5 d).

4.20.6.1. SOUTHEAST BLACK CREEK TRAIL

- a) Notwithstanding policy 12.1 III to the contrary, for the existing lot of record located south of Townline Road, on the east side and at the extreme southerly limit within the urban area boundary, a single residential dwelling shall be permitted on private services, subject to satisfying regional private septic system criteria and conservation authority regulatory requirements.
- b) Lot will be subject to Site Plan Control.

4.20.6.2. TOWNLINE ROAD – SOUTH SIDE – EAST OF BLACK CREEK TRAIL

- a) Notwithstanding policy 12.1 III to the contrary, vacant lots of record south of Townline Road between Black Creek Trail and the QEW may develop with single detached residential dwellings on private septic systems provided regional private septic system criteria can be met and Niagara Peninsula Conservation Authority approval can be obtained.
- b) Consolidation of adjacent properties or boundary adjustments may be permitted to facilitate required lot area for private servicing.
- c) Lots will be subject to site plan control
- d) All applicable permits must be acquired and may include permit from The Ministry of Transportation given proximity to the QEW.

4.20.6.3. WEST SIDE – SWITCH ROAD – SOUTH SIDE – EAST OF BLACK CREEK TRAIL

- a) Notwithstanding policy 12.1 III to the contrary, lands located on the north side of the QEW between Black Creek and Switch Road within the identified urban area boundary have partial servicing (sanitary only). Feasibility of water connection is unlikely during the planning period and there has not been any capital planning set out to provide municipal water to these lands. These lands are regarded as having a relatively high degree of environmental constraint.

Despite such conditions, if any further residential development potential can be identified with frontage on Switch Road that is capable of meeting zoning criteria, while also having satisfied the Town and any other regulatory approval authority in respect of a potable water supply, the consent process may be considered for creating a new lot. Should there be any new lot creation, connection to existing sanitary services will be mandatory and connection to municipal water supply shall also be required should a municipal water supply become available in future as the result of a local improvement initiative by property owners.

4.20.7. MEDIUM DENSITY RESIDENTIAL

- a) The lands designated on the Schedule “DBC-2” as “Medium Density Residential” shall be reserved for multiple-unit structures (such as townhomes, triplex, quads and/or low-rise 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 just under half of all new development. A Medium Density range of 17 to 50 units per hectare will assist in this effort while also making efficient use of existing and proposed infrastructure, and providing opportunities to diversify medium density housing stock and form.
- c) Schedule “DBC-2” provides for approximately 200 new Medium Density units, all of which shall be located on the west side of Black Creek Road.

- d) Ground-based medium density residential (townhomes) should consider modest roof pitch in areas adjacent or opposing existing detached residential dwellings.
- e) Other forms of medium density multi-unit dwellings should not exceed three storeys in height and should be located internally in new development in effort to provide transition in height from existing developed areas.
- f) Maximum heights shall be defined in Zoning By-law 129-90, as amended.
- g) The Plan anticipates approximately 100 units to be developed in two or three low-rise (two or three storey) apartments in the area immediately adjacent and south of the Place of Worship and Commercially designated lands, south of Baker Road. This location is most desirable for seniors development that may provide for fully independent living, semi-assisted living or fully assisted nursing home level of care and accommodation. A variety of tenure (condominium, life lease and rental) is also encouraged to provide broader choice.

Fully assisted nursing home or home for the aged as an institutional use, shall be permitted in the Medium Density designation and may be subject to additional provisions in the implementing by-law. Development containing fully assisted senior care, in whole or in part, may increase density on the site to 75 units/ha. for that portion devoted to such use.

- h) All Medium Density designated lands within the Plan Area shall be subject to Site Plan Control.
- i) An amendment to this Plan will be required to justify Low Density residential development on lands designated as Medium Density Residential in this Plan.
- j) Notwithstanding 4.20.7 a) to the contrary, a vacant lot of record may be used for a single detached residential dwelling if zoned for such use prior to approval of this Plan. Regulations for the single detached dwelling would need to meet with the minimum requirements of the previous zone.
- k) Notwithstanding 4.20.7 a) to the contrary, and as recognized by policy

4.14.7 of the Official Plan, Black Creek Leisure Homes seniors lifestyle development shall be permitted to contain detached dwellings (year round mobile home park). Density of the park exceeds low density range and subsequently represents medium density in numbers and therefore, medium density designation is applied. The medium density designation would also allow for other forms of medium density to be considered on these lands. The lands are used for residential purposes despite being zoned for commercial use. The site specific zoning in force and effect for these lands may continue to remain and regulate the existing limits of the site.

Should expansion of the existing mobile home park be pursued, consideration shall be afforded in zoning lands north of Old Townline Road, within the existing urban area boundary, for similar use or permanent forms of medium density development permitted under this Plan. Changes to provide for permanent (foundations) housing form associated with the mobile home park is encouraged at this location. A zoning amendment would be required but would not require amendment to this Plan.

The Town may also consider stopping up and closing the Old Townline Road road allowance to be made available to the developer in effort to bridge and consolidate the land holdings.

Any such development potential may be subject, but not limited, to engineering studies for servicing and noise/vibration mitigation. Furthermore, regional servicing within the Old Townline Road allowance would require an easement to preserve access, or alternative arrangements to move or remove any underground services presently within the road allowance.

4.20.8. **COMMERCIAL**

- a) The “Commercial” areas are shown on Schedule “DBC-2” and shall generally be governed by the policies of Section 4.9 unless otherwise defined under this section.
- b) Lands designated Commercial shall be zoned for their intended commercial uses and may include site specific zoning provisions and regulation to assist in implementation.

4.20.8.1. SOUTH SIDE OF BAKER ROAD AT NETHERBY ROAD

- a) The commercial lands located on the southeast corner of Netherby Road and Baker Road shall serve in the capacity of a local convenience commercial centre. These lands are encouraged to include residential rental apartments above commercial units to assist in supplying the community with a form of housing that meets with age-in-place objectives. More specifically, providing opportunities for young families and mature youth to find accommodation within the community with a longer term goal of retaining their residence in Douglastown-Black Creek as they transition through adulthood.
- b) Commercial uses shall be defined in the zoning and are intended to services the community on a whole in addition to “pass-by” traffic.
- c) Should any future market demand demonstrated through land owner study result in only a portion of this site being viable for convenience commercial uses, a remnant southern portion may be used for medium density residential, provided access to the lands via public road allowance can be secured. Not more than 50% of the designated lands would be eligible and a zoning by-law amendment would be required without further amendment to this Plan.
- d) This location is of significance with respect to this intersection being the primary point of entry into the northern community. Design of the site and building shall have regard to such matters as:
 - i. High quality architectural design and materials to serve in a capacity of a landmark or gateway level building;
 - ii. Enhancement of landscaping on the Baker Road frontage to soften appearance and provide a level of visual screening from headlights from on-site traffic to the residential on the north side of the street.
 - iii. Use lighting treatments to enhance the building and parking areas while limiting impacts on area residential, including residential that may be provided for on upper levels.
 - iv. Provide clearly defined pedestrian passage from the site frontage and potentially from adjacent properties (community centre, church

- and medium density block) in the form of sidewalks or hard surface trail linkage, where such pedestrian movement is likely to occur.
- v. Design for fully enclosed waste management either internal to the building or in an accessory structure in a less prominent location on site.
- vi. Site should consider being designed to accommodate (potential/future) transit vehicle turning in the event that local and/or regional transit services become feasible in providing a level of service to Douglastown-Black Creek.

4.20.8.2. 4301 NIAGARA RIVER PARKWAY

This site has operated commercially for a number years, including instances of at-grade retail and upper floor residential. Commercial viability has negatively impacted this site in the past decade, rendering it vacant for extended periods.

- a) Consideration shall be given to allowing rezoning of this property, without need to amend this Plan, for multi-residential uses while maintaining sensitive built form and massing to adjacent dwellings. Design considerations should include and may be found in a site specific by-law containing additional regulation on:
 - i. Building height should not exceed 3 storeys (or 11m);
 - ii. Design and building placement/addition should be sensitive to proximity to the Niagara River Parkway with setbacks being considered maximized where possible.;
 - iii. Parking in rear lot area shall be a consideration where it can be balanced with Parkway setback and maintain quality site design;
 - iv. Minimum of 5 units and maximum of 9 units;
 - v. Site access shall be from Black Creek Road unless otherwise permitted by Niagara Parks Commission; and
- b) Site Plan Control shall be used to ensure compliance with all other zoning or municipal requirements.
- c) If through consolidation with adjacent property on Black Creek Road, the site increases in total lot area, general policies of medium density shall apply. Should modification to the provisions of multi-unit residential zoning be required to address such matters as height,

density, setbacks or building placement, a site specific zoning by-law amendment will need to be undertaken, but shall not require an amendment to this Plan

4.20.8.3. COMMERCIAL BOUNDED BY QEW-TOWNLINE ROAD-NETHERBY ROAD

This defined area of approximately 17.39 ha. (43 ac.) with a PSW of approximately 4.0 ha. (10 ac.) has been long held highway commercial lands intended to provide service and cater to major highway traffic. Its location at the full interchange with Netherby Road provides good visibility and exposure to the QEW, yet has remained undeveloped. Its location midway between urban Fort Erie and urban Niagara Falls is the only intervening location with municipal services available to service to lands. However, with major commercial uses established at the Fort Erie and Niagara Falls urban areas, the market has not advanced proposals that have been feasible to construct given proximity of the other major serviced highway commercial sites.

While the designation remains in place as commercial for this Secondary Plan, broadening the permitted uses on portions of the site is an opportunity to further advance potential development interest.

East Half

- a) The site may develop through Draft Plan of Subdivision or through Part Lot Control. Consent applications shall be discouraged unless adequate safety and sightlines can be effectively demonstrated with supporting traffic study identifying points of ingress and egress adequate for proposed development.
- b) Required Site Plan Control with Agreement shall ensure additional requirements and conditions are met.
- c) Zoning for the east half of the commercial designation may contain additional (enhanced) permitted uses over and above those presently permitted in the current zoning, but shall be subject to additional provisions required to be met and may exclude residential components next to the QEW.
- d) Additional uses that may be considered in the site specific implementing by-law would include select uses that are typically

permitted in Prestige Industrial zoning provided that such uses are considered Class I or better in terms of Ministry of the Environment and Climate Change D-6 Separation Guidelines and NPC-300 Guidelines for noise and vibration. The municipality may require completion of such studies to support site planning and recommendations may form part of the required Site Plan Agreement.

- e) Additional permitted uses that may be considered include, but are not limited to, such use as business or commercial trades school, establishments providing information and telecommunication services, printing establishments and public storage facilities.
- f) Zoning and Site Plan Control shall be used to ensure such aesthetic measures as building placement and screening are used to maintain visual appeal throughout the enhanced commercial area.
- g) Outside storage of materials and goods shall not be permitted with exception of public storage facilities that may be permitted limited outside storage of boats, trailers and motorhomes. Any such outside storage areas permitted with public storage shall be controlled through site plan and may be subject to visual screening and height restrictions in the implementing by-law.

West Half

- h) Additional uses that may be permitted by zoning by-law amendment on lands lying on the western portion of this site (due south of the PSW) may include institutional uses in the form of fully assisted long term care, retirement home / home for the aged at an equivalent density of 75 u.p.h. without amendment to this Plan.
- i) Additional studies may be required to support institutional uses to ensure compatibility of adjacent uses, servicing capacity and compliance with MOECC noise and vibration criteria.
- j) Site Plan Control with Agreement will ensure additional requirements and conditions are met.

4.20.8.4. COMMERCIAL SOUTH SIDE TOWNLINE ROAD (2991 TOWNLINE RD.)

The commercial lands located on the south side of Townline Road, east of Black Creek Trail have seen use as a metal fabrication facility since approximately 1975 and is permitted, together with a detached residential dwelling on a private septic system under existing site specific zoning.

- a) Any future application to amend the zoning may provide for expanded commercial uses similar to those being provided for on the north side of Townline Road. Opportunities to improve site aesthetics from Townline Road, including landscaping and vegetative screening/buffers of open yards and outside storage shall be considered if the Town is provided with any future planning applications.
- b) Opportunities for a private maintenance yard / facility in conjunction with Black Creek Leisure Homes shall be permitted on these lands through zoning by-law amendment. Site Plan Control will provide opportunities to improve site aesthetic and screening to reduce visual impacts on Townline Road and adjacent residential properties.

4.20.8.5. COMMERCIAL SOUTHWEST CORNER OF TOWNLINE ROAD AT NETHERBY ROAD

This commercial site of approximately 1.9 ha. (4.7 ac.) is presently zoned for automotive service station uses and may continue to retain the commercial designation and zoning that provides for such use under this Secondary Plan. Alternative land use may be considered appropriate in future if feasibility/viability of automotive use is diminished.

- a) Notwithstanding the commercial designation of these lands, consideration for expansion of the existing Black Creek Leisure Homes may be permitted by zoning by-law amendment without amendment to this Plan. Such use shall be guided by existing zoning for the established park and may require additional study to provide requirements in meeting noise mitigation / attenuation in relation to adjacent roads. Additional studies relating to servicing may also be required at the time of zoning amendment.

- b) If in the event that such expansion is planned to occur, the Town shall consider making the Old Townline Road road allowance available to the ownership in order to provide contiguous ownership, save and except required easements for an existing regional watermain and any local easement or utility easement requirements.

4.20.9. **INSTITUTIONAL**

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

4.20.10. **OPEN SPACE**

- a) The lands designated as “Open Space” on Schedule “DBC-2” shall be reserved for a variety of active and passive recreational uses. The policies of Section 4.13 shall generally apply to lands designated as Open Space.
- b) Lands identified under an “Open Space” designation within the Douglastown-Black Creek Secondary Plan Area are further defined as provided for below.

4.20.10.1.OPEN SPACE – PARKS (NEIGHBOURHOOD AND SPECIALIZED)

- a) The Town of Fort Erie’s Parks and Open Space Master Plan shall serve to generally guide the appropriate location and effective service area distribution for parks within the Secondary Plan Area. The Parks and Open Space Master Plan is scheduled for review and update in 2016 and shall provide future direction on the community’s long term Open Space needs. The Secondary Plan anticipates open space and recreational attributes for the benefit of residents and shall form part of the future Master Plan.

- b) Town owned parks fall within three classifications as stated in the Parks and Open Space Master Plan. While “Community Park” does not form part of the Town’s Open Space provisions in the Plan Area, Neighbourhood Parks and Specialized Parks are represented and being planned. The following policies are intended to identify objectives of the Town as it relates to:

Neighbourhood Parks

- i. Neighbourhood parks within the Plan Area are located in the north portion of the Plan Area, within the residential subdivisions. Lands south of the QEW are predominantly commercially designated or comprise specialized lifestyle residential (Black Creek Leisure Homes) that have private amenity space for its residents. There are no plans for a new neighbourhood park south of the QEW.
- ii. The northern community provides two existing “neighbourhood parks” referred to as “A.C Douglas 1” and “A.C. Douglas 2”.

A.C. Douglas 1 serves in a capacity of a passive recreational space due to the municipal infrastructure required to be situated within the park space including a regional sanitary pumping station and a stormwater management facility planned for construction as part of the River Trail (Phase 2) plan of subdivision. As part of the subdivision approval, the park will be provided with amenities such as paved trail and small pavilion overlooking the pond and generally cater to the local residents seeking an outdoor area for passive, leisure pursuits.

A.C. Douglas 2 is the more southerly neighbourhood park and provides the community with amenities geared to active recreational needs. The park space contains tennis and basketball courts, a soccer pitch and back-stop for baseball. The large fields are shared spaces, so organized sport would need to be scheduled.

- iii. Identified need for a more northern neighbourhood park is found in the Town’s Parks and Open Space Master Plan. Future development applications will be reviewed with the intent of lands being provided in a desirable location that will serve area and future residents with a park space. Programming of the future park space will be considered during the upcoming Parks and Open

Space Master Plan review in terms of active amenity requirements versus passive park use. The Town shall have regard for the future park location that will include consideration on optimal catchment area. The Town typically aspires to a 600m catchment area, but must also consider other factors such as population and density and other existing recreational spaces that may be under other jurisdiction or even privately operated.

Specialized Parks

- iv. Specialized parks in context of the secondary plan include such features as the Niagara River Recreational Trail, The Shagbark Trail and unimproved creek-front road allowances.
- v. The Plan Area extends to the Niagara River were it gains access to the Niagara River Recreational Trail. While the trail is not under the jurisdiction of the Town (owned and maintained by Niagara Parks Commission) it is a publicly accessible recreational asset that residents of Douglastown-Black Creek benefit from and enjoy. This trail system is part of a major network of trails that extend beyond municipal and regional boundaries. As part of the Greater Niagara Circle Route, this trail system is also recognized as part of a much larger planned network referred to as the Trans Canada Trail that seeks to link the three national coastlines via land and water routes.

The Niagara River Recreational Trail's multi-use paved trail system is of benefit to the community who have identified an "active lifestyle" within their vision statement.

- vi. Shagbark Trail is a relatively smaller segment of paved trail linking Black Creek Road with Shagbark Lane and Switch Road. The Shagbark trail serves an important role for pedestrians as it provides the only footbridge crossing of Black Creek, which lays immediately north of the QEW. The only other crossing point for the northern portion of the community is Niagara River Parkway at the extreme north.

The Shagbark Trail and bridge have effectively enabled a circular 4.5 km recreational/walking route comprised of Black Creek Road, Shagbark Trail and Shagbark Lane, Switch Road and the Niagara River Recreational Trail. Only the Shagbark trail portion of the circuit is considered a Town specialty park (linear park). The

portions of Switch Road and Black Creek Road (where there are no municipal sidewalks) would classify as on-road pedestrian linkage.

Feasibility of improvements will be reviewed during the Parks and Open Space Master Plan. New development along Black Creek Road may be required to provide sidewalks in effort to further formalize the pedestrian route.

The Plan identifies locations where unimproved road allowances running off River Trail extend to Black Creek. The road allowance “stubs” are in public ownership and can serve in a roll that provides public access to the creek for additional recreation pursuits such as kayaking or canoeing in summer months, and in the winter time, skating or cross country skiing. The Town shall undertake the appropriate process to enhance these public spaces and work with community residents during the Parks and Open Space Master Plan update (2016) in order to determine the appropriate or intensity of use for these points of creek access.

The lands are shown as Open Space in order to facilitate their future review, which may or may not lead to dedication as parkland under specialized park criteria.

4.20.10.2.OPEN SPACE – TRAIL AND LINKAGE

- a) The Town supports linkage opportunities that assist in providing improved pedestrian connection and access to points of interest such as neighbourhood parks, Shagbark Trail, The Niagara River Recreational Trail, the Black Creek Community Centre and Black Creek itself.
- b) The Town shall make every effort to ensure publicly accessible linkage opportunities are identified, protected and accessible when new development or re-development is proposed within the Plan Area.
- c) 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.

- d) Linkage opportunities are represented on Schedules DBC-3 and 4 of this Plan and illustrate existing, proposed and conceptual forms of pedestrian linkage intended to connect the community by way of walking or cycling. Pedestrian linkage for the purposes of this Secondary Plan can be comprised of sidewalks, multi-class paved and on-road pedestrian routes.

4.20.11. **NATURAL HERITAGE**

4.20.11.1. GENERAL

- a) Policies of Section 8 shall apply to all Natural Heritage resources within the Douglastown-Black Creek 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 DBC-2 of the Douglastown-Black Creek Secondary Plan illustrates areas of Environmental Protection designation. These areas are identified on Schedules DBC-3 and DBC-3a, and are further broken down to illustrate the specific natural feature or hazard land components.
- f) The Douglastown-Black Creek Secondary Plan also contains Environmental Conservation Areas, all of which are shown as an overlay designation on Schedule DBC-2 and 3. 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.

4.20.11.2. ENVIRONMENTAL PROTECTION AREA

- a) Environmental Protection Areas in the Plan Area 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 DBC-2 and DBC-3. All PSW's are designated as Environmental Protection.
- c) The Plan Area contains several locations where PSW's are identified. Most are associated and defined along the shoulders of the Black Creek drainage course. PSW's lying just outside of the Secondary Plan area are shown to provide context on the environmental feature and any influence it may present on lands within the Plan Area. In most, if

not all cases, the PSW's are truncated at roads or (abandoned) railways

While it is recognized by NPCA that the common threshold for an EIS requirement adjacent to a PSW is 30m, the NPCA may request an EIS to demonstrate no negative effects on a PSW within 120m of adjacent lands, depending on the nature of the development.

- d) The Ministry of Natural Resources (MNR) establishes the boundaries of wetland features and considers the evaluations to be open files. Property owners who wish to have wetland boundaries re-evaluated have the opportunity to do so in consultation with the MNR. The NPCA will provide guidance to the owner in establishing discussions with local MNR representatives if desired. Property owners should recognize that wetland features may change over time and may increase or decrease in size and will be evaluated as such by the MNR. The NPCA regulates identified wetlands under the Conservation Authorities Act.
- e) Schedules DBC-2 and DBC-3 illustrate the PSW features and the 30m adjacent land limits associated with the feature. Development within the adjacent land is regulated by the NPCA and generally not permitted unless approved by the NPCA.
- f) The 30m adjacent to the PSW's is represented by a line on the Schedules and also illustrates an underlying land use designation. This underlying land use designation does not constitute or secure development rights or potential without pre-consultation with the NPCA and Town on a supporting EIS and the EIS having been completed and accepted by the NPCA.
- g) Notwithstanding paragraph a) and c) herein, Section 4.20.11.1d) recognizes there may be unique circumstances for existing development in PSW adjacent lands, in which case, the need for an EIS will be determined through consultation with the Town and NPCA and will be subject to NPCA regulations in effect, as amended from time to time.

- h) Natural Hazards are reflected on Schedules DBC-2 (contained within the Environmental Protection designation) and further broken down on Schedule DBC-3 and DBC-3a. The policies of Section 8 shall apply to Natural Hazards identified within the Douglastown-Black Creek Secondary Plan Area.

4.20.11.3.ENVIRONMENTAL CONSERVATION OVERLAY

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

4.20.11.4.ENVIRONMENTAL CORRIDORS

- a) The policies of Section 8.3.4.IV of the Official Plan shall generally apply to Environmental Corridors shown on the Secondary Plan Schedule DBC-3.
- b) Schedule "C" of the Official Plan illustrates conceptual Corridors throughout the municipality. These corridors represent a higher level linkage and are intended to demonstrate where provision of wildlife and avian routes may be considered for enhancement. The feasibility of enhancement should be examined as part of a development application process. The Douglastown-Black Creek Secondary Plan Area contains one such corridor, which is directly associated with the Black Creek tributary and the Niagara River Shoreline.

- c) Black Creek's shoreline has essentially been built out with residential, particularly on the west side. While the east side is far less intense in terms of development, the natural feature constraints of flood line and PSW will likely prevent future incursion in the east shoreline area.

Much of the development has occurred and been in place along the Creek's shoreline between 1950 to 1970 and has subsequently seen regenerative vegetative growth offering wildlife and avian corridor activity. It is not anticipated to be subject to and any further degradation through development. However, any opportunities to further enhance the corridor will be considered during development applications that may arise within the general vicinity of Black Creek with proponents asked to demonstrate enhancement of the corridor in relation to their proposed development activities.

4.20.12. **TRANSPORTATION SYSTEMS (ROAD NETWORKS, ACTIVE TRANSPORTATION AND PUBLIC TRANSIT POTENTIAL)**

- a) "Transportation Systems" is in reference to the various modes of transportation infrastructure that exist, or may be planned to be made available to service the Douglastown-Black Creek Secondary Plan Area. These include, but are not limited to, existing and future road networks, active transportation infrastructure (either planned or existing sidewalks & trails) and potential for future transit service.
- b) Transportation systems are shown on Schedule DBC-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. Prioritizing maintenance, construction/improvements will be considered annually through capital budgeting and through development application activity.
- d) It is recognized that major infrastructure projects can take time to coordinate and finance. The Town will seek opportunities for funding program assistance from other levels of government when made available; to assist in expediting transportation related capital projects and

work cooperatively when jurisdiction over transportation infrastructure is not solely with control of the Town.

4.20.12.1.ROAD NETWORKS

- a) Further development of the road network within the Douglastown-Black Creek Secondary Plan Area shall generally be in accordance with Section 12.7 of the Town Official Plan.
- b) Council will strongly consider the existing character and needs of the neighbourhood when making road improvement decisions.
- c) New subdivision development with planned public right-of-ways shall have roads constructed to full municipal standard using an urban cross section unless otherwise approved by the Town. Private development, including plans of condominium, may use alternate right-of-way designs for private roads internal to their site, however; such roads will still require approval from the municipality, typically as part of the condominium or site plan approval process.
- d) There are generally six (6) categories of roadway hierarchy in the Plan Area. These would be defined as:
 - Queen Elizabeth Way (QEW)
 - Regional Arterial Road (Netherby Road being the westerly limit of the Plan Area)
 - Niagara River Parkway – (NPC Jurisdiction)
 - Town Collector Roads (Baker Road and Black Creek Road);
 - Local Roads (all remaining public roads); and
 - Private Roads (within Black Creek Leisure Homes Lifestyle Community)
- e) Schedule DBC-4 illustrates the road network within the Plan Area and any new development application shall have regard for ultimate road allowance widths (as identified in Section 12.7.4 and any regional requirements as conveyed in the Region's Official Plan) in design and zoning setback regulation.
- f) 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 adjacent to Netherby Road, at which time final

determination on provision of any widening requirements will be identified.

- g) 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.
- h) The Plan illustrates “conceptual” roads on portions of the Plan. These conceptual roads are provided as a guide for the purposes of demonstrating efficient use of potentially developable land. Any proposals for areas where conceptual roads are shown may supply alternate designs; however, development proposals must also demonstrate the effective use of land and connectivity to the existing surrounding road network. Change to the conceptual road network would not require amendment to this Plan.
- i) New road connections should be aligned with opposing roads or major driveways whenever possible.
- j) Any planned road intersections and driveways connecting to Netherby Road or the Niagara River Parkway shall require approval of the respective authority.

4.20.12.2.ACTIVE TRANSPORTATION

- a) Active Transportation shall be a consideration of Council as identified under Section 12.7.2 iv).
- b) Schedule “DBC-4” illustrates components of the Active Transportation Network for the Douglastown-Black Creek Secondary Plan.
- c) Components of active transportation in the context of the Douglastown-Black Creek Secondary Plan Area are almost entirely for recreational purpose. While planned development is intending to increase feasibility of some commercial enterprise, the vast majority of active transportation related alternatives will remain recreational in nature. Despite this community reality, residents are encouraged to make use of the Niagara River Recreational Trail to gain access to urban Fort Erie or urban Niagara Falls for seasonal commuting on bicycle. Should transit become feasible for regular route and service implementation,

active transportation should also be considered to transit stop locations.

- d) The Town will take a leadership role in promotion of active transportation infrastructure when reviewing development applications and undertaking road improvements / reconstruction.
- e) 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 “DBC-4”.
- f) The Town shall consider options and opportunities to improve pedestrian safety along the northern reach of Black Creek Road where it narrows in close proximity to Black Creek. With little shoulder area, pedestrians are channeled onto the roadway on route to and from the Niagara River Parkway and the Niagara River Recreational Trail.
- g) 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 having considered such matters as open ditches or other infrastructure constraints.
- h) 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.
- i) The Plan Area contains natural environment features that may be suitable for accommodating pedestrian linkage (access to Black Creek for passive recreational pursuits such as canoe and kayaking launch points). The NPCA will be consulted when trails/sidewalks are proposed in regulated areas.
- j) Type of surface materials used on trail linkage in the area natural features will be determined on a site by site basis and in consultation with NPCA and/or MNR where applicable.

- k) Wherever possible, the Town, Region and Niagara Parks Commission, as the case may be, will work cooperatively in establishing linkage to broader regional active transportation infrastructure to further promote and extend the range and reach accessible by active transportation users.
- l) Active Transportation and Public Transit use are complimentary modes of transportation and can be co-dependent for some residents. While transit feasibility remains elusive at this time due to such factors as population, density and automotive lifestyle, regard for accessing planned transit locations should be considered in new development and major roadway reconstruction projects.

4.20.12.3.PUBLIC TRANSIT

- a) Conventional transit service is not presently provided to the Douglastown-Black Creek community. Community Focus Group participation in the development of this Secondary Plan have voiced transit service provision as high priority and until such time that population densities increase, making it more sustainable and financially feasible to extend conventional service to the community, this Secondary Plan shall have regard for implementation in the context of “future” transit provision. Illustration of transit routes and stops does not imply the Town will be providing service, but rather if service where to become a reality, where the service may be suited to connect to the community.
- b) Douglastown-Black Creek is presently provided with municipal “Accessible Specialized Transit” service and the Town supports its continued operation separate to that of a desired “conventional” transit service being established.
- c) The Town supports Region of Niagara inter-municipal transit service and shall work cooperatively in review and support provision of regional routes that may, or may not supplement a level of transit connection from Douglastown-Black Creek to the Fort Erie urban area, in addition to that of its primary and intended inter-municipal service.

- d) Conceptual local transit stops are illustrated on Schedule “DBC-4” as a first step in reaching the Douglastown Black Creek community. A conceptual stop on Netherby Road to service Black Creek Leisure Homes and one in proximity of the Black Creek Community Centre would provide walkable access to the service while minimizing incursion into the communities for timing or schedule alignment purposes. Should service demand dictate, interior routing could be defined at such time of service commitment.
- e) Long term local transit planning shall have regard for locating potential transit stops using a typical 400m radius service area catchment model.

4.20.12.4.PARKING

- a) The majority of the Secondary Plan Area is largely low density in character with most residences providing adequate on-site parking. On street parking in the majority of the residential areas has not been considered problematic.
- b) The Town shall monitor on-street parking throughout the community and may recommend restrictions to alleviate any safety issues if deemed appropriate.
- c) Lighting of commercial area parking lots shall be of adequate levels to ensure pedestrian safety while having regard for any adjacent or upper level residential uses. Spillover lighting from parking lot lighting onto adjacent properties shall be avoided.

4.20.13. CULTURAL HERITAGE

- a) All matters of Cultural Heritage shall be consistent with Section 11 of this Plan.
- b) The Town recognizes the setting and cultural heritage of Douglastown-Black Creek as being that of a lumber and grain milling origin as far back as the late 1700's and well into the 1800's. While virtually all of the early settlement has been replaced, there are a few residential dwellings of

considerable vintage. The Secondary Plan presently does not have any designated heritage properties.

- c) The Fort Erie Museum and Cultural Heritage Committee shall continue to advise Council on matters of Douglastown-Black Creek's built heritage and from time to time, may recommend for Council's consideration, properties for addition to the Municipal Registry following the Committee's more detailed review of community building stock.
- d) 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) The Douglastown-Black Creek 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.

4.20.14. **MUNICIPAL SERVICES**

- a) Municipal servicing shall be consistent with the policies of Section 12 of this Plan.
- b) Notwithstanding Section 12.1, some private or partial private servicing will be permitted within the Plan area in specific locations, with such locations having been identified in Sections 4.20.5 i), 4.20.6.1, 4.20.6.2 and 4.20.6.3 on Schedule DBC-2 of this Plan. Other than the lands identified, no further considerations for private or partial private servicing within the urban area boundary will be permitted without amendment to this Plan and if required, the Region's Official Plan. A Site Specific Zoning Amendment for lands considered will also be required. If for any reason that services are ultimately made available to these locations, service connection will be mandatory.

- c) Municipal services such as sanitary and storm sewers, stormwater management facilities and municipal drainage will be provided, where feasible, and maintained/upgraded as necessary to accommodate the needs of existing and future development in the Douglastown-Black Creek Secondary Plan Area.
- d) Based on findings of the 2010 Waste Water / Stormwater Master Plan study (*XCG Consultants Ltd.*), no immediate servicing concerns respecting sanitary capacity of the Douglastown Lagoons, or the Regional Pumping Station located in A.C. Douglas Park 1 have been identified.
- e) New development may be requested to provide a servicing study that includes analysis of the downstream sanitary sizing and the network's capacity capabilities in relation to proposed development flows.
- f) The Town shall continue to make improvements to its storm, sanitary and water networks and any planned improvement projects shall be identified in the 10 year capital projects budget.
- g) 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.
- h) Existing municipal water supply is currently available to service the majority of the Plan Area. New development may be required to loop watermains wherever opportunity exists to do so.
 - i) There are currently no restrictions to development within Douglastown-Black Creek under current water supply conditions for lands on the west side of Black Creek. Presently, there are no watermains servicing the lands on the east side of Black Creek and the Town has no directive to undertake this work under capital planning. Local residents would need to successfully petition under local improvement provisions in order to construct a watermain on Switch Road and along the Niagara River Parkway within the Plan Area.

4.20.15. UTILITIES

- a) Utility providers are required to consult with the Town when new plant locations or infrastructure is required or existing infrastructure is identified for upgrade. The Town will work cooperatively with utility providers in effort to facilitate their needs while balancing the interests of the area residents or businesses.
- b) Utility companies are encouraged to work cooperatively with the Town and regulatory authorities in determining suitable locations that are both compatible with existing and planned development and technically feasible in an effort to reduce or eliminate potential conflicts.
- c) 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.

4.20.16. NEIGHBOURHOOD GATEWAYS & LANDMARKS

- a) Schedule DBC-2 illustrates a Gateway symbols at the primary entry point of Baker Road at Netherby Road. Future development within the community will also use this access point, further reinforcing its true function as a gateway. The Town shall seek voluntary participation and effort on the part of development interests at this location to promote the gateway.
- b) Gateway features act to provide both physical and psychological queues on demarcation of community boundary. Features or landmarks act as visual benchmarks or visual points of reference to indicate location and reinforce arrival or departure.

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

- c) 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.

4.20.17. **INTERPRETATION OF THE PLAN**

The Douglastown-Black Creek Secondary Plan (Official Plan Amendment No.28) consists of Sections 4.20.1 through 4.20.17, and Schedules “DBC-1”, “DBC-2”, “DBC-3”, “DBC-3a” and “DBC-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.

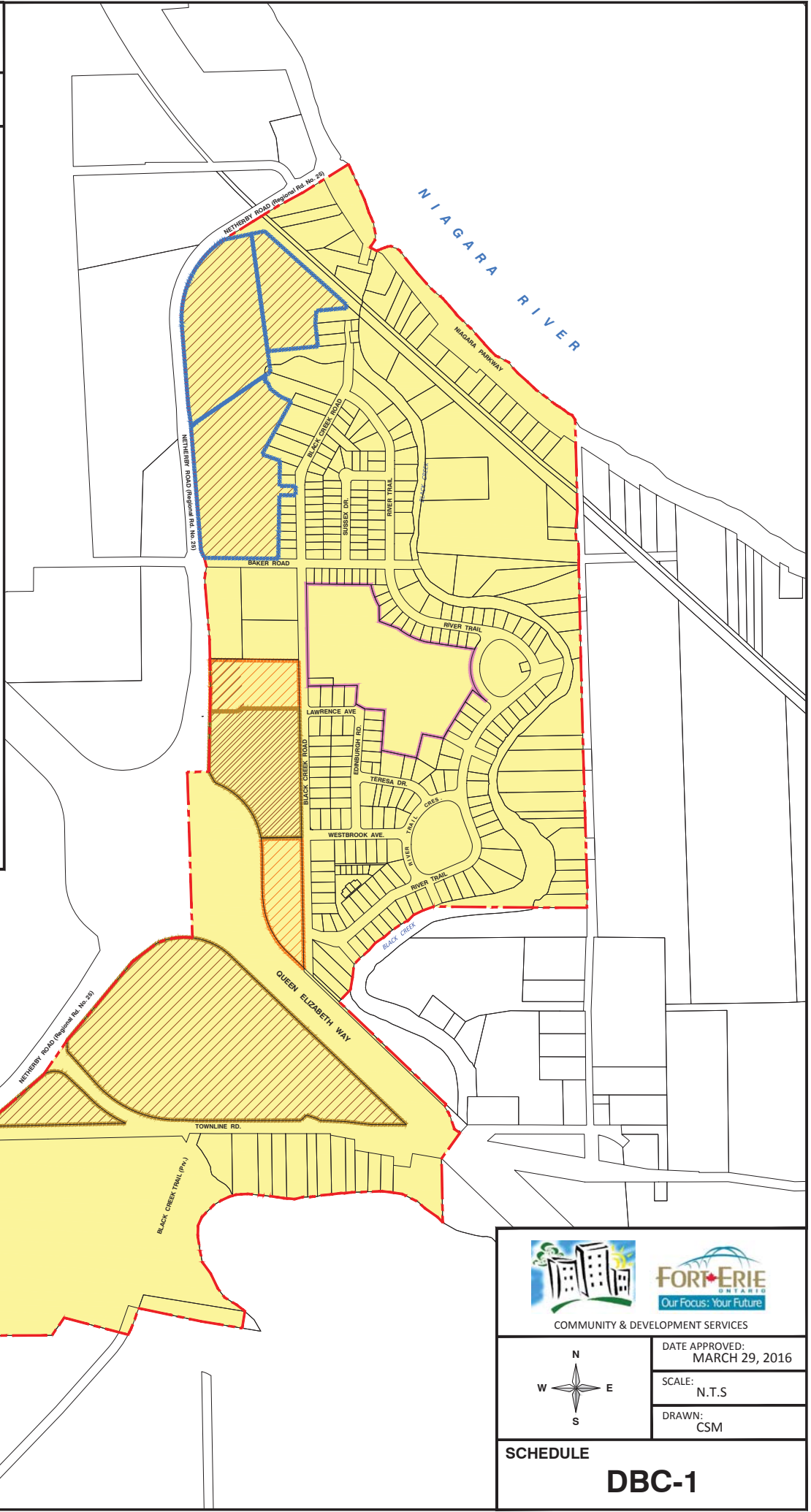
(Section 4.20 was introduced by By-law 2016-034, OPA #28)

TOWN OF FORT ERIE OFFICIAL PLAN

PROVINCIAL COMPLIANCE

LEGEND

-  Secondary Plan Limit
(Urban Area Boundary)
-  Built-Up Area (Growth Plan Designation)
-  Under Utilized / Infilling
-  Residential Intensification
-  Active Draft Plan Application
-  Draft Approved / Registered Plans



COMMUNITY & DEVELOPMENT SERVICES



DATE APPROVED:
MARCH 29, 2016

SCALE:
N.T.S

DRAWN:
CSM

SCHEDULE

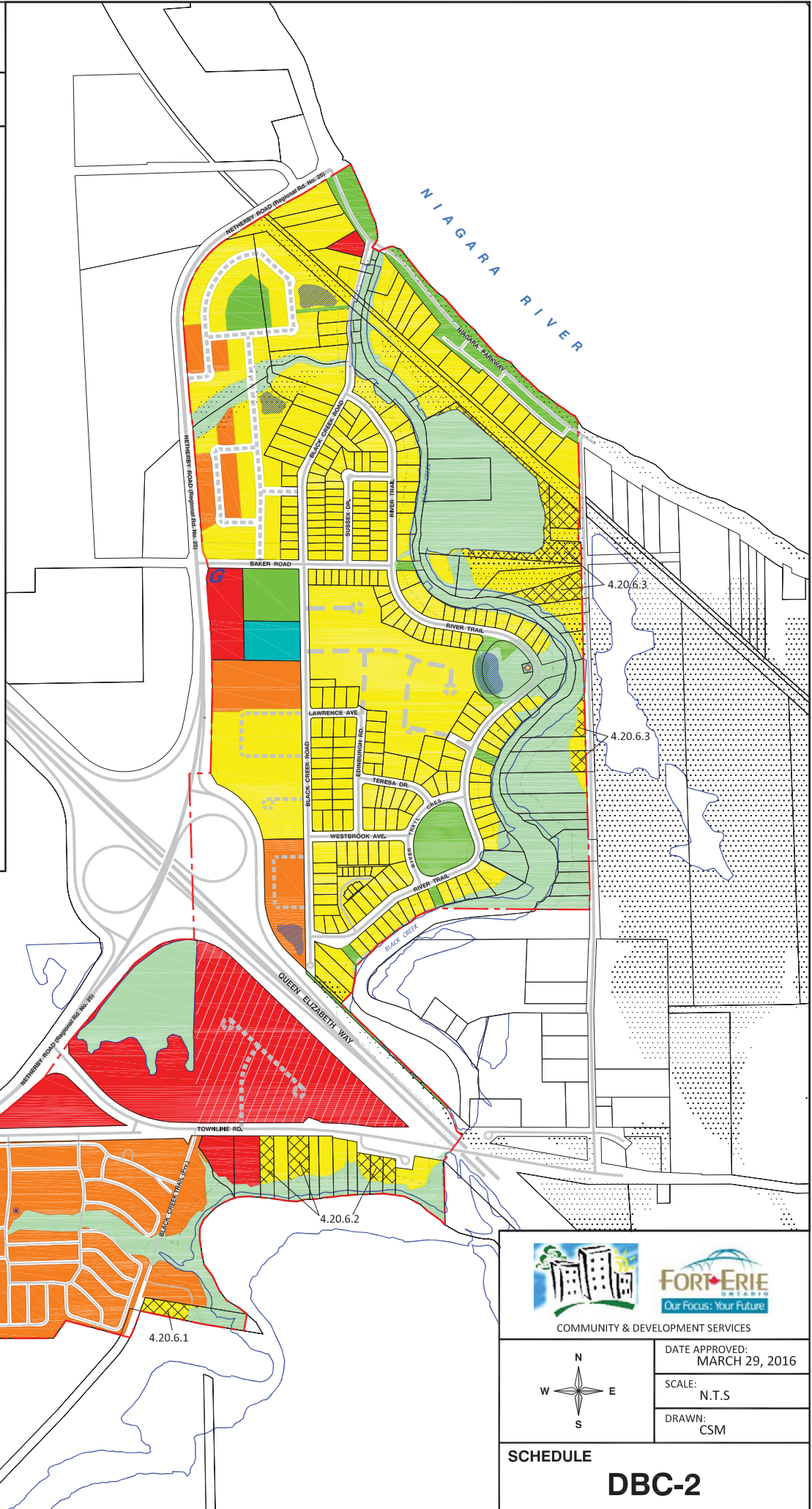
DBC-1

TOWN OF FORT ERIE OFFICIAL PLAN

LAND USE PLAN

LEGEND

-  Secondary Plan Limit (Urban Area Boundary)
-  Low Density
-  Low Density (Special Policy as noted)
-  Medium Density
-  Commercial
-  Enhanced Commercial
-  Open Space
-  Environmental Protection
-  Environmental Conservation (Overlay)
-  Institutional
-  Stormwater Management (Existing or Potential Locations)
-  Provincially Significant Wetland (PSW)
-  30m PSW Adjacent Lands
-  Existing Roads
-  Draft Approved Roads
-  Conceptual Roads
-  Proposed Gateway
-  Douglastown Sanitary Pumping Station (Region of Niagara)
-  Black Creek Leisure Homes Sanitary Pumping Station (Privately Operated)



DOUGLASTOWN LAGOONS
(Regional Waste Water Treatment Plant)



FORT ERIE
ONTARIO
Our Focus: Your Future

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MARCH 29, 2016

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DRAWN:
CSM

SCHEDULE

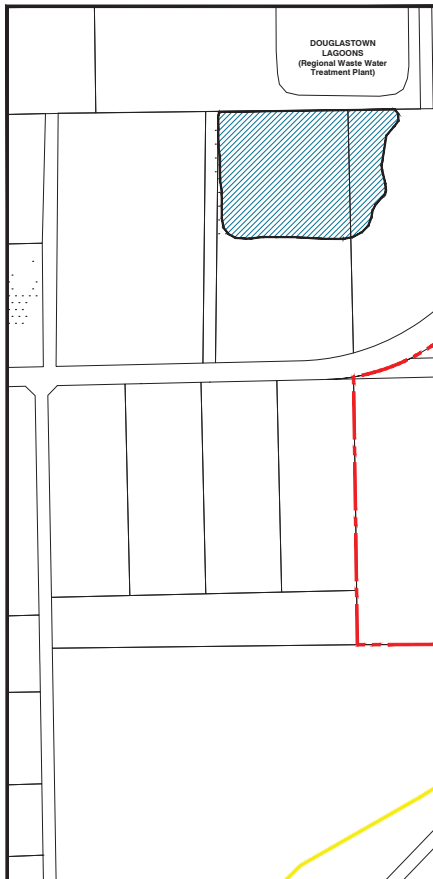
DBC-2

TOWN OF FORT ERIE OFFICIAL PLAN

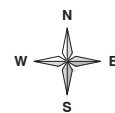
NATURAL FEATURES & OPEN SPACE PLAN

LEGEND

-  Secondary Plan Limit
(Urban Area Boundary)
-  Provincially Significant Wetland (PSW)
-  Environmental Protection
-  Enviro. Conservation Overlay
-  Open Space
-  30m PSW Adjacent Lands
-  Environmental Corridors / Linkage
-  Conceptual On-Road link
-  Existing Multi-Use Trail
-  600m Neighbourhood Park Service Radius
-  Douglastown Sanitary Pumping Station
(Region of Niagara)
-  Black Creek Leisure Homes Sanitary
Pumping Station (Privately Operated)



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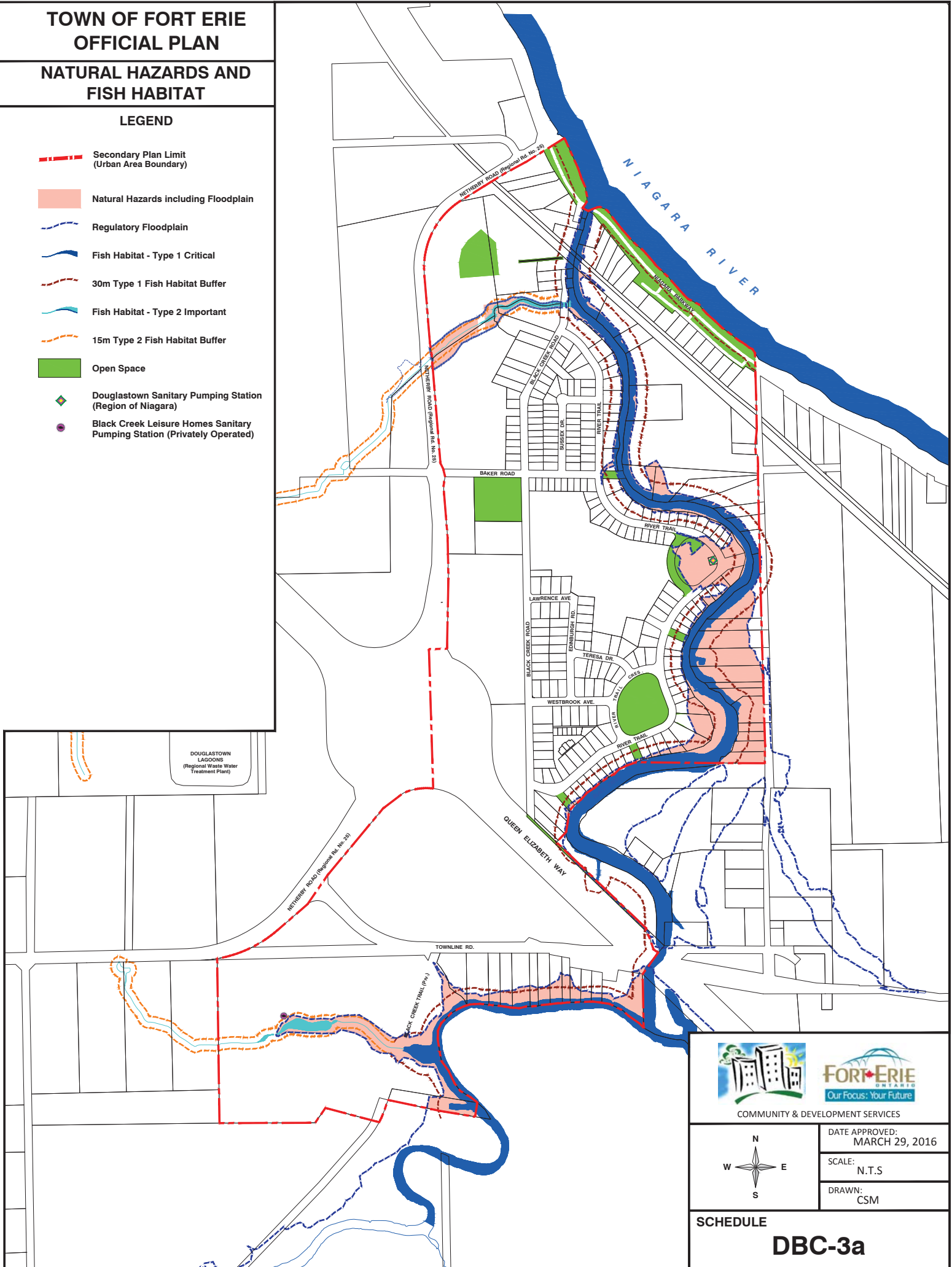
DBC-3

TOWN OF FORT ERIE OFFICIAL PLAN

NATURAL HAZARDS AND FISH HABITAT

LEGEND

-  Secondary Plan Limit
(Urban Area Boundary)
-  Natural Hazards including Floodplain
-  Regulatory Floodplain
-  Fish Habitat - Type 1 Critical
-  30m Type 1 Fish Habitat Buffer
-  Fish Habitat - Type 2 Important
-  15m Type 2 Fish Habitat Buffer
-  Open Space
-  Douglastown Sanitary Pumping Station
(Region of Niagara)
-  Black Creek Leisure Homes Sanitary
Pumping Station (Privately Operated)



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DATE APPROVED:
MARCH 29, 2016

SCALE:
N.T.S

DRAWN:
CSM

SCHEDULE

DBC-3a

TOWN OF FORT ERIE OFFICIAL PLAN

TRANSPORTATION SYSTEMS

LEGEND

 Secondary Plan Limit
(Urban Area Boundary)

 Open Space

 Environmental Protection

 Enviro. Conservation Overlay

 Proposed Gateway

Roads

 Existing Public Roads

 Existing Private Roads

 Planned Public Roads

 Conceptual Roads (Public or Private)

Conceptual / Future Transit

 Conceptual Route

 Conceptual Transit Stop

Active Transportation

 Proposed On-Road Pedestrian Route

 Existing Multi-Use Trail
(Niagara River Rec. Trail / Greater Niagara Circle Route)

 Existing Sidewalk

 Approved Sidewalk

 Conceptual Sidewalk

 Douglastown Sanitary Pumping Station
(Region of Niagara)

 Black Creek Leisure Homes Sanitary
Pumping Station (Privately Operated)

DOUGLASTOWN
LAGOONS
(Regional Waste Water
Treatment Plant)



COMMUNITY & DEVELOPMENT SERVICES



DATE: MARCH 29, 2016

SCALE: N.T.S

DRAWN: CSM

SCHEDULE

DBC-4