

**PORT GLASGOW SECONDARY PLAN
THE MUNICIPALITY OF WEST ELGIN**

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THE PLANNING PARTNERSHIP

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1. CONTEXT AND RELATIONSHIP TO OFFICIAL PLANS

1.1 Subject Area

Port Glasgow is situated at the mouth of Sixteen Mile Creek on the north shore of Lake Erie in Lot 6, 7 and Part Lot 8, Concession XIV, The Municipality of West Elgin, County of Elgin (formally the Township of Aldborough). It has direct access from Provincial Highway 401 via Elgin County Road 103 (Furnival Road).

Port Glasgow traces its roots back approximately 200 years. Many of the Township of Aldborough's first settlers arrived in Port Glasgow via sail from the United States and Upper Canada. Local agricultural and fishing industries made use of Port Glasgow for distribution of products, and associated support businesses including warehouses, a hotel, wagon shop, shoemaker's shop, twine house, ice and fish houses and a dock. These uses were well established by the middle of the 1800's.

Commercial fisheries continued to operate from Port Glasgow until 1995. Sport fishing remains popular, based largely from the Port Glasgow Marina (Port Glasgow Yacht Club incorporated in 1963), and a significant seasonal population, estimated at up to 1300 persons residing in two trailer parks (Lakewood Trailer Estates 244 sites, Port Glasgow Trailer Park 165 sites). The permanent, year round population of Port Glasgow is estimated at approximately 100 persons.

The entire land area occupied by the community of Port Glasgow is approximately 62 hectares (153 acres). The study area is shown on Figure 1.

1.2 Background and Rationale – West Elgin Official Plan

The Official Plan of the Municipality of West Elgin was adopted in February, 2008, and approved with modifications by the Ministry of Municipal Affairs and Housing (MMAH) in February, 2011. Seaside Waterfronts Inc. and Lighthouse Waterfronts Inc., appealed the MMAH modifications to Section 7.5 Port Glasgow, as well as related Goals, Objectives and Map Figures which direct the majority of population growth and residential development to the Villages of West Lorne and Rodney in the Municipality of West Elgin. The community of Port Glasgow is situated within the "Lakeshore Area" designation of the Official Plan.

Seaside Waterfronts Inc. subsequently filed Draft Plans of Subdivision and Condominium with the MMAH for lands comprising approximately 23 ha (57 ac) in Lot 6, Concession XIV in Port Glasgow. The approval authority MMAH, has indicated these applications are complete, and have commenced the process of circulation for comments from ministries and agencies with respect to those plans and applications from Seaside Waterfronts Inc. Although some ministries and agencies have provided comments with respect to those plans, the approval process for the Draft Plans of Subdivision and Condominium will also be associated with the resolution of the appeal to the Minister's Modifications.

The completion of the Port Glasgow Secondary Plan is intended to address the appeal to the Minister's Modifications, and to facilitate the completion of the circulation and approval process as it relates to the Seaside application for Draft Plan of Subdivision and Condominium. The secondary plan is also intended to provide a policy framework in the Official Plan for future development and improvement of all other public and private land holdings in Port Glasgow.

NOTE: Sections 1,2,3,5 and 6 of the Port Glasgow Secondary Plan comprise Background Studies. Early drafts of this Plan included Policies as Section 4, and an associated Land Use Plan-Figure 4. The final version of this Plan includes Policies as Section 11 and the Land Use Plan – Figure 7 in order to facilitate consolidation of the Port Glasgow Secondary Plan in the Official Plan of the Municipality of West Elgin.

1.3 Official Plan For The County of Elgin

The Official Plan for the County of Elgin was adopted July, 2012. Pending circulation, review modifications and approval, the County's Official Plan will form an upper tier official plan with which local plans, like the Official Plan for the Municipality of West Elgin, will ultimately be required to conform. Part F3 of the County's Official Plan provides that "It is recognized, however, that some time may elapse between the adoption of the Plan and the modification of the local official plans to ensure conformity. The modifications may be part of the statutory review process, as defined under the Planning Act."

2. PLANNING PROCESS-PORT GLASGOW SECONDARY PLAN

2.1 Terms of Reference

After considerable discussion and input from major stakeholders in Port Glasgow including land owners, the Ministry of Municipal Affairs and Housing and the Port Glasgow Yacht Club, the Municipality of West Elgin prepared a Terms of Reference for Port Glasgow Secondary Plan in April 2012.

The purpose of the secondary plan is "to provide a context or framework for the future character and form of Port Glasgow against which changes in use and the development and redevelopment of individual parcels would be evaluated and future decisions made with respect to municipal infrastructure and facilities in accordance with a stated vision, goals, objectives and policies; compatible and effectively integrated with existing development; consistent with the Provincial Policy Statement and in conformity with the West Elgin Official Plan."

The scope of the secondary plan considers the following:

- a) Population and Demographic Characteristics;
- b) Natural Heritage and Cultural Heritage;
- c) Natural Hazards – Hazardous Lands;
- d) Existing Land Use;
- e) Type and Designation of Future Land Uses;
- f) Urban Design Principles and Features;
- g) Viewing Sheds and Vantage Points;
- h) Vehicular Needs and Circulation;
- i) Pedestrian Needs and Circulation;
- j) Servicing Needs/Requirements.

The specific issues for the secondary plan to address includes the following:

- a) Location, limits and character of a 'town centre' (or centres);

- b) Location and form of future development along Havens Lake Road;
- c) Ultimate desired cross section and road allowance of Havens Lake Road;
- d) Need for a dedicated lane on Havens Lake Road for vehicles hauling boats;
- e) Enhancement of access to lake front views;
- f) Land dedication for parkland;
- g) Amount and location of parking areas to meet future demands;
- h) Potential expansion of the Port Glasgow Marina;
- i) Optimum location for STP and SWM facility;*
- j) Design guidelines for new development and public improvements;
- k) Traffic and pedestrian circulation system;
- l) Municipal services and facilities to service design population

2.2 Stakeholder Input

Three principal private stakeholders provided significant input during the secondary planning process, in the form of detailed plans, drawings, supporting reports and verbal presentations.

2.2.1 PORT GLASGOW YACHT CLUB (PGYC)

The submission included a detailed site plan of the club's preferred long term expansion plans for the marina basin, and the establishment of expanded traffic circulation and parking facilities on municipally owned property. The site plan shows a 50% increase in marina slips from 80 to 128 as a maximum build out. An organized parking plan for trucks, trailers and other vehicles associated with the marina use is shown on municipal lands to the west of the expanded marina basin. Improved landscaping and day user parking facilities are shown on Yacht Club lands to the east of the marina. Most importantly, these plans show a significant south easterly extension of the marina's west pier. This improvement is central to all expansion plans of the PGYC, however, it is also subject to an EA study which has not been completed.

The PGYC also made recommendations for the siting of development on adjacent, privately owned lands, and the design of roadworks and traffic control facilities within the publically owned Havens Lake Road ROW.

*Discussions among the principal stakeholders, including the Municipality, the Province and Seaside Waterfronts Inc., AFTER preparation of the Terms of Reference deemed that site selection and sizing of STP and SWM facilities would be more appropriately evaluated and established in a Class EA study, subsequent to the preparation of the Port Glasgow Secondary Plan. The optimal locations for STP and SWM facilities will be determined through completion of a Provincial Environmental Assessment process.

2.2.2 LAKEWOOD TRAILER ESTATES

The owner/operator of Lakewood Trailer Estates presented a site plan with supporting documentation for a vacant 3.92 hectare (9.69 acre) holding adjacent to the north west boundary of the existing trailer park development. These plans show 77 large trailer sites which constitute a 30% increase to the existing development of approximately 254 sites. The site plan makes provision for an internal private road system, and shows blocks of land identified as preferred locations for storm water management and private communal sewage works. This presentation also included significant background information about the use of Low Speed Vehicles (LSV) which are commonly in use in and around seasonal trailer park communities. The owner/operator of Lakewood Trailer Estates estimates there are more than 100 such vehicles (golf carts) in use in the existing trailer park development, with perhaps a similar number in use in the neighbouring Port Glasgow Trailer Park.

2.2.3 SEASIDE WATERFRONTS INC.

Seaside submitted a complete application for Draft Plan of Subdivision and Condominium on 23 hectares of land in two parcels on the east and west sides of Havens Lake Road, south of Gray Line. The Seaside lands comprise 37% of the community of Port Glasgow. Approximately half of the Seaside lands are characterized by ravines, Carolinian forest and part of the Sixteen Mile Creek watershed. The developable portion of the Seaside lands are in agricultural cultivation. These lands are entirely within the community of Port Glasgow, and exhibit significant development potential.

There are 4 fundamental planning considerations associated with the Seaside proposal:

- i. Habitat regulations are prescribed under The Endangered Species Act, 2007. The habitat regulations for Eastern Foxsnake and Gray Ratsnake identify specific geographic areas within which they apply, including West Elgin. Regulated habitat for Eastern Foxsnake and Gray Ratsnake has been identified within the Port Glasgow Secondary Plan Area.
- ii. The relationship of residential and mixed land use development with Havens Lake Road and adjacent lands which are publically owned for the purpose of ensuring public access to Lake Erie and its associated natural amenities.
- iii. The relationship of the proposed development with the existing permanent and seasonal land uses in Port Glasgow, and the well-established pedestrian, commercial, recreational and residential uses in Port Glasgow.
- iv. The design and approval of private communal sanitary sewage and storm water management works in conformity with the Province of Ontario Class EA process.

The Seaside plans for developable lands in Lot 6 as presented in the Proposed Master Plan in August, 2012, show approximately 85 lots for single detached dwellings; 8 blocks for medium density attached and cluster dwellings; 7 blocks for "mixed commercial/residential uses". The mixed use blocks are oriented toward Havens Lake Road and presume direct access. The residential lots and blocks are primarily oriented toward a "common element" internal road network, with some multi-family blocks oriented toward the existing roads in Port Glasgow. There is also a "community centre" block situated at the south west corner of Furnival Road and Gray Line, and several blocks of open/green space situated on lands which have been identified as having significant natural heritage value. The mixed commercial/residential blocks have been characterized as artisanal shops and live/work studios. These blocks have

the potential to accommodate upwards of 45,000 square feet of ground floor commercial uses, which would constitute an exceptional amount of commercial space for Port Glasgow.

Seaside's Proposed Master Plan shows blocks of land on the west side of Havens Lake Road which have been assigned for use in accommodating communal sanitary sewage and storm water management works. These works have been conceptually planned, and are supported by a Functional Servicing Report (2011). The FSR was prepared "to demonstrate available Servicing Infrastructure Plan in support of Draft of Subdivision and Draft Plan of Common Elements Condominium applications by Seaside Waterfronts Inc."

The FSR is also intended to achieve environmental approvals from other key stakeholder agencies including LTVCA, MOE and MNR. Also accompanying the FSR in support of the Draft Plan application are an Environmental Impact Study (2011), and a Planning Report (2011).

Seaside has also submitted drawings titled "Havens Lake Road Surplus Lands Proposal". These plans provided schematic details, property boundaries and parcel areas for lands in public ownership adjacent to HLR. The lands in question are necessary for Seaside to develop their proposed mixed commercial/residential uses with direct access from HLR.

2.3 Opportunities, Constraints and First Planning Principles

The planning methodology employed in the preparation of the Port Glasgow Secondary Plan employed multiple site visits and field reconnaissance, including traffic counts and observations during the annual Port Glasgow Fish Fry, the most well attended annual event or activity in Port Glasgow. Individual meetings were held with three principal private stakeholders, as well as with staff from the Province of Ontario. Three separate opportunities were also provided for public input and comments.

The Secondary Plan process was initiated after public consultation on the project's Terms of Reference. The process involved the preparation of lists of opportunities and constraints from which arose a set of first planning principles and a secondary plan framework.

There were seven major opportunities identified for Port Glasgow (Figure 2):

1. Significant views to Lake Erie;
2. Lakefront amenity;
3. Potential trail links;
4. Walkable study area (5-10 minutes);
5. Well established marina and amenities;
6. Extensive natural areas and potential for connected open space system;
7. Tourist destination.

There were eight possible constraints identified for Port Glasgow (Figure 3):

1. Existing topography is very steep in certain locations especially in the lower portions of Havens Lake Road.
2. Minimal opportunity for connectivity with existing residential areas.
3. Single primary point of access-Havens Lake Road.
4. Need for organized traffic circulation and parking strategy.
5. Public/private land ownership.
6. Concerns related to storm water management from developed lands adjacent to yacht club/marina basin and the potential environmental impacts of drainage from new development on water courses and Lake Erie.
7. Need to maintain dredging/aggregate operations.
8. Need for environmentally responsible sanitary sewage disposal for new development.

Based on input received from the public related to the secondary plan terms of reference, several site visits and preliminary discussions with all stakeholders, the municipality's study team identified five First Principles to guide the preparation of the Port Glasgow Secondary Plan:

1. Protect and enhance existing views to the Lake.
2. Protect the Natural Environment:
 - Minimize impact on the natural environment and in particular, ensure no negative impacts on the Sixteen Mile Creek watershed and Lake Erie;
 - Develop an interconnected public open space system that builds on the natural attributes of the area;
3. Create a sustainable community:
 - Locate uses where appropriate;
 - Respect the context;
 - Support the community structure.
4. Maximize the synergy of the marina and open space amenities to benefit the community and visitors.
5. Generate a well-defined and functional circulation and parking strategy that balances cars, pedestrians and marina activities.

2.4 Public Input

Three separate structured opportunities were provided for public input into the secondary plan process. The Municipality of West Elgin also posted information about the secondary plan process, meeting notices, maps, plans, etc., on their website throughout the spring, summer and fall of 2012.

The first public meeting in May, 2012, was designed to present the terms of reference, goals, objectives and time frame for the planning process. The public was invited to comment orally and in writing with respect to the direction of the secondary plan process, with particular emphasis on the priorities and issues to be examined. The public was also advised the next opportunity to participate in the secondary plan process would take place mid-summer. At that juncture a number of different development concepts for Port Glasgow would be presented by all major stakeholders. More than 80 persons attended the May, 2012 public meeting, and more than 40 comment forms were submitted by members of the public over the following two months. These submissions were consolidated and reviewed by the municipal study team during the course of preparing the opportunities, constraints and first planning principles described in Section 2.3.

Two public workshops were scheduled in August, 2012, in order to facilitate the presentation of different development concepts for Port Glasgow. The afternoon workshop was attended by more than 80 persons, and the evening workshop was attended by more than 120 persons. The principal stakeholder presentations included a long term expansion plan from the Port Glasgow Yacht Club, the details of the draft plan/condominium proposal from Seaside Waterfronts Inc., and the Opportunities, Constraints and First Planning Principles from the Municipality of West Elgin study team. The latter presentation also included a conceptual, alternative development proposal based on the First Planning Principles. This proposal contrasted the Seaside proposal in order to stimulate discussion about a range of development alternatives for Port Glasgow. The conceptual, alternative development proposal (to the Seaside draft plan concept) is included in Appendix 6.3, attached to this report.

The public was again encouraged to make both oral and written submissions to the municipality regarding the various development proposals and scenarios presented at the workshops. More than 50 written submissions were received. They are included as Appendix 6.2 to this study, under separate cover, available from the municipal office.

A summary matrix of the written submissions emanating from the August workshops was prepared by the municipal study team. The matrix categorizes High/Medium/Low Responses across seven major categories of interest. Very few respondents were opposed to the future development of vacant lands in Port Glasgow. Many of the submissions reinforced those received in the May, 2012 public meeting, with a focus on protection of access to the waterfront amenity, preservation of public lands for public use, protection of natural heritage resources, and consideration of non-automotive traffic circulation opportunities. A significant number of the submissions also addressed the potential for development in Port Glasgow to contribute to the wider community's economic development needs. The summary of written submissions received subsequent to the August public workshops is provided in Appendix 6.3 attached to this report.

The Draft Port Glasgow Secondary Plan was presented in an open Council Meeting on October 25, 2012, and at a public meeting on November 15, 2012.

3. LAND USE PLAN

3.1 Fundamental Issues

Based on input from all stakeholders including the general public, public and private stakeholders, the Municipality of West Elgin and the Province of Ontario; and consideration for the First Planning Principles, seven fundamental issues have been identified for the Port Glasgow Secondary Plan. They are listed below, with supporting points.

3.1.1 HAVENS LAKE ROAD

- Primary collector road function for Port Glasgow accommodating 6 classes of vehicles including automobiles, trucks/boat trailers, aggregate hauling trucks, excavation equipment, maintenance vehicles, emergency vehicles. Havens Lake Road is an open, public road maintained by the Municipality of West Elgin.
- Restrictive covenant applying to lands adjacent to some of Havens Lake Road prescribing “the Land shall be used for free public access to Lake Erie and for municipal access to Lake Erie and for municipal parks and recreation purposes only”. The covenant can only be released by Infrastructure Ontario.
- Some lands immediately adjacent to the improved roadway in both public and private holdings exhibit characteristics of steep, possibly unstable slopes.

3.1.2 DEVELOPABLE LANDS

- Seaside Waterfronts Inc. holds lands with significant development potential in Port Glasgow, which lands could accommodate in excess of 700 persons and a significant amount of commercial floor space.
- Lakewood Trailer Estates holds lands with the potential to accommodate in excess of 70 new seasonal trailer sites.
- The Municipality of West Elgin holds strategically located lands within and adjacent to the marina/waterfront amenities of Port Glasgow.

3.1.3 PGYC AND WATERFRONT AMENITY

- The Port Glasgow Yacht Club operates a viable marina with 80 boat slips, often launching more than 100 pleasure craft per day, including non-resident day boaters.
- The PGYC has a waiting list of approximately 50 boaters, and long term expansion plans for a 50% increase in capacity.
- The PGYC owns and operates the marina facility through an agreement with the municipality which owns adjacent lands to the west, that are occasionally used for parking and related day use recreational activities.

3.1.4 NATURAL AND CULTURAL HERITAGE

Natural Heritage

- Protection of natural heritage has been a cornerstone of the Provincial Policy Statement since it was introduced in 1997.
- A definition of Natural Heritage, according to the Provincial Policy Statement (2005), includes wetlands, coastal wetlands, fish habitat, woodlands, valley lands, habitat of endangered species and threatened species, wildlife habitat, and Areas of Natural and Scientific Interest (ANSIs).
- The Lakeshore Area land use designation of the Official Plan is considered an integral part of the natural heritage of Port Glasgow and “shall be for uses and activities that are

attracted by the scenic character, natural characteristics and outdoor recreational opportunities of the area while at the same time protective of its natural heritage features” (Municipality of West Elgin Official Plan, (2008). This is in keeping with the municipal natural heritage preservation policies.

- The protection of the natural environmental characteristics of the Lake Erie shoreline and beaches, and that of 16 mile Creek will be fundamental significance in the land use planning and development approval process.

Cultural Heritage

With respect to the West Elgin Official Plan, 2011, the Cultural Heritage portion is stated in Section 4.5:

4.5.1 Recognition and Regard - The municipality recognizes the importance of cultural heritage resources and shall encourage their identification, conservation, protection, restoration, maintenance and enhancement (West Elgin Official Plan, 2011)

A consideration of the cultural heritage features of the area are as follows:

- First Nations and associated cultural (harvesting) activities have been recognized as occurring in the area.
- Haven’s Lake Road affords marina and lake views that are a part of the cultural heritage fabric; every effort will be made to preserve these views
- A search on the Ontario Heritage Properties Database (June 4, 2012) for heritage buildings properties did not yield any results for Port Glasgow
- Artifacts from early and significant settlers, such as ‘Nellie Campbell’s Kettle’ have been donated to the Elgin County Museum.
- Council Approved plans (October 9, 2003) have been made for memorials of the landing site of the first pioneers and of the two men who drowned bringing supplies ashore in 1818.

3.1.5 AGGREGATE EXTRACTION

- The extraction of lake deposited gravel and stone is necessary on an annual basis in and around the harbour of the marina.
- The extractive operation, contracted by the PGYC can result in the removal of up to a maximum 15,000 tonnes of material per year.
- The extracted aggregate material is stored on the west side of the harbour, and moved to job sites by tri-axle trucks via Havens Lake Road on an as required basis. This is an important economic activity and advantage in the Municipality of West Elgin.

3.1.6 TRAFFIC CIRCULATION AND PARKING

- Traffic circulation and parking studies have been prepared and peer reviewed using data accumulated on the busiest day of each year (Port Glasgow Fish Fry) in 2009 and 2012. These studies conclude that Havens Lake Road functions effectively as a two lane collector road with adequate existing capacity for all current and projected traffic volumes.

- There is no demonstrated need, based on expert traffic analysis for a dedicated lane for marina (truck and boat trailer) traffic.
- Traffic control for marina traffic, day use automotive traffic, and turn around traffic could be more effectively achieved with improvements including signage, curbing, and turn lane markings and structures at the terminus of Havens Lake Road where it provides vehicular access to all waterfront attractions and amenities.
- Adequate area exists adjacent to the marina and in public ownership to accommodate existing and probable future parking needs for all waterfront attractions and amenities, however, significant upgrades in markings, signage and directional control will be necessary as part of future expansion of the marina use, and in response to future urban development/day use traffic in Port Glasgow.

3.1.7 PEDESTRIAN AND LSV CONSIDERATIONS

- Existing pedestrian and Low Speed Vehicles such as golf carts have historically enjoyed unlimited and unstructured access to all waterfront attractions and amenities in Port Glasgow.
- While a defined pedestrian circulation system does not exist at the present time, there are remnant pathways and segments which could form the basis of such a system in Port Glasgow. Previous work undertaken in the preparation of a master plan for lands occupied and owned by the Port Glasgow Yacht Club and lands used for public outdoor recreation purposes and owned by the Municipality of West Elgin included a public walkway system which would link Memorial Park, the Lakewood Trailer Park and the Port Glasgow Trailer Park to the marina and the public beach on the west side of Sixteen Mile creek, as well as a nature trail which meanders north along Sixteen Mile Creek. The system depends on a staircase connection at the foot of Furnival Road in order to traverse the shoreline bluff between Memorial Park and the Lake Erie shoreline. Existing steps further to the east that currently connects the Port Glasgow Trailer Park to the shoreline could be connected to the overall system envisioned by the master plan. The walkway systems would be routed around the marina basin and along the east and west piers to enable users closer proximity to the water's edge.

3.1.8 DESIGN POPULATION AND DEMOGRAPHIC CHARACTERISTICS

- In consideration of census data, private stakeholder input and other observations, the existing permanent and seasonal population of Port Glasgow is estimated at approximately 1,300 persons (using 2.5 ppu). Applying the 2.5 ppu standard to the proposed establishment of 77 new trailer sites in the Seasonal Residential area would result in another 193 seasonal residents added to the Port Glasgow design population. For planning purposes, the Design Population in the Port Glasgow Secondary Plan is to be construed as a maximum population notwithstanding seasonal population variations.
- The Functional Servicing Report for the Seaside Residential-Commercial Development in Port Glasgow proposes three different ppu standards based on various dwelling types (3 ppu for single detached, 2 ppu for town houses/row houses, 1.5 ppu for apts/live-work units). The design criteria utilized in the Functional Servicing Report utilizes "a weighted average" of 2.22 ppu x 322 proposed residential units to establish a design population of 715 persons.

- Given that the Port Glasgow Design Population (PGDP) should not account for inestimable seasonal variations, and in consideration of all known plans and future development proposals, and with consideration for some minor infill and expansion of the Existing Built Area, the PGDP is estimated as follows: 400 permanent dwelling units (Seaside and Existing Built Area), 482 existing and planned trailer sites, totalling 882 dwellings with 2.5 ppu equals 2205 PGDP.
- Port Glasgow has historically had a small existing permanent residential community and a significant seasonal community. Given that there are no schools or other identifiable institutional uses in Port Glasgow, and considering the predominant seasonal recreational activity is pleasure boating and fishing on Lake Erie, it is reasonable to assume the demographic characteristic of the community is primarily comprised of mature family units. Although some children may be present in both the seasonal and permanent residential populations, Port Glasgow does not provide any significant attractions or programs which typically appeal to younger families with children. The future development plans expressed by private stakeholders appear to reinforce this mature demographic characteristic, and there have been no plans or proposals advanced or considered for new schools, or other facilities which typically attract younger families and individuals.

3.1.9 SERVICING BACKGROUND

- All existing land uses, including residential, seasonal residential, and the Port Glasgow Yacht Club have connections to a secure and reliable municipal piped water system. All future development will be serviced by the piped municipal water system.
- Existing residential development has historically been serviced by individual, on-site sewage disposal systems, as have the municipal washroom facility, and the PGYC. The seasonal residential/trailer park developments utilize communal sanitary sewage disposal systems. The existing private and communal sanitary sewage disposal systems within the community of Port Glasgow have generally provided an effective sanitary disposal infrastructural system, with no evidence of mass failures, or significant environmental impact.
- A Municipal Class Environmental Assessment (Class EA) was commissioned by the Municipality of West Elgin in 2008. The Class EA was initiated in response to a major development proposal by Seaside Developments Inc. The scope of the Class EA intended to consider all existing and proposed classes of development in the Port Glasgow community. Phases 1 and 2 of the Municipal Class EA were authorized by the Council of the Municipality of West Elgin in May, 2008, with the Municipality as the proponent. The Problem Statement indicated that a new sanitary sewer system would be required to service the proposed Seaside residential/commercial development in Port Glasgow, and that the new system needed to be cost-effective and planned to service both the Seaside development proposal, as well as other existing and future development in Port Glasgow.
- After consideration of input received in the Phase 2 Class EA public consultation program, and a second review agency circulation, the Council of the Municipality of West Elgin resolved to accept Alternative 3 as the preferred Class EA project alternative: construct a private sewage treatment plant in Port Glasgow to service only the proposed Seaside development. This concluded the Class EA planning process in May, 2009.
- In May 2012, the Municipality of West Elgin began the process of preparing a Secondary Plan for the community of Port Glasgow. The Secondary Plan is intended to guide all future development in Port Glasgow, and to provide a framework for the consideration of draft

plans of subdivision/condominium and other types of development. Discussions between Seaside, the Municipality and MMAH/MOE determined the need for a Class EA process in support of a servicing infrastructure for this development. All parties had agreed that combining the Class EA process with one or more land use planning process could be beneficial and lead to some efficiencies. Given the immediacy of the Secondary Planning process, there was some early support for combining the Secondary Plan work with the Class EA.

- During the Secondary Plan study process the Municipality received submissions from all stakeholders with significant property holdings that exhibit development potential in Port Glasgow. Given that only Seaside Waterfront Inc., is proposing to develop a significant residential development designed for year round occupancy, the Municipality took the position that a Class EA is still required in support of infrastructure, and in particular, sewerage servicing infrastructure for the Seaside development. As such, the Municipality recommended that Seaside Waterfront Inc., proceed with a Class EA independent of the Secondary Plan process. The Municipality is on record to recommend the Class EA would best be combined with the Draft Plan of Subdivision/Condominium approval process as it relates only to those lands owned by Seaside Waterfront Inc., in Lot 6 in the community of Port Glasgow. This position therefore establishes that new seasonal and permanent development in Port Glasgow be serviced by private communal servicing systems.

3.2 Land Use Categories

The Land Use categories which will guide existing and future development in Port Glasgow are shown as Figure 4, Land Use Plan. The expected performance characteristics for these land uses are described in basic terms below. Implementation policies for these land use categories are provided in Section 4 of the Port Glasgow Secondary Plan, and in noted corresponding sections of the Official Plan of the Municipality of West Elgin.

3.2.1 EXISTING BUILT AREAS

- The Existing Built Area in Port Glasgow currently accommodates approximately 100 permanent plus seasonal residents. It is situated in Part Lots 6 and 7, around both sides of the southern extremity of Furnival Road and Douglas Line.
- The Existing Built Area generally exhibits the characteristics of Hamlets as described in Section 6.3 of the Official Plan. Given the use of private, on-site sewage disposal systems for those residential uses, a relatively low density of approximately 10 units per hectare is evident.

3.2.2 EXISTING SEASONAL RESIDENTIAL

- Although there is some evidence of seasonal residential use in the Existing Built Areas, the Existing Seasonal Residential category applies specifically to the two existing seasonal Trailer Parks situated in Lot 7 and Part Lot 8 east of Furnival Road and south of Gray Line.
- The Existing Seasonal Residential category generally exhibits the land use characteristics of Campgrounds and Trailer Parks in Section 7.11 of the Official Plan.

3.2.3 SEASONAL RESIDENTIAL

- The Seasonal Residential category applies to lands in Lot 7 situated at the south east corner of Furnival Road and Gray Line. These lands are adjacent to both the Port Glasgow Trailer Park and Lakewood Trailer Estates.
- The land in the Seasonal Residential category comprises 3.92 ha and has historically been in cash crop agricultural production. This land has been proposed for future development for seasonal trailer park use.

3.2.4 RESIDENTIAL

- The Residential category applies to lands in Lot 6 which have been proposed for both low and medium density residential development by Seaside Waterfronts Inc.
- The exact area of Residential lands will be established during the Draft Plan of Subdivision process with due regard to an Environmental Impact Study and a Class EA study in support of private infrastructure, all in accordance with the approval authorities of the Province of Ontario.
- The design population of the Residential category is estimated to be between 700 and 1,000 persons. Projected densities for new development in the Residential category are approximately 15 units per hectare for low density single detached dwellings, and approximately 30 units per hectare for medium density development including town houses, row houses and apartment blocks. Greater densities, particularly for apartment developments may be possible pending the establishment of adequate servicing capacity.
- Medium density residential development is anticipated to be situated adjacent to, or in close proximity to Gray Line and Furnival Road.

3.2.5 COMMERCIAL

- The Commercial category applies to lands situated on the east side of Havens Lake Road, immediately north and adjacent to publically held lands which form the Waterfront Amenity and Attraction.
- The Commercial lands are owned by Seaside Waterfronts Inc., and exhibit significant potential for commercial development in support of the waterfront amenity and attraction, and all other existing and proposed development in Port Glasgow.
- The Commercial category is intended to support primarily commercial uses including retail, service and hospitality businesses; however, limited residential uses may be accommodated provided they are not on the ground floor.
- A narrow drainage course with potential fish habitat has been identified adjacent to Havens Lake Road within the Commercial land use category. All future development in this category will respect and protect this natural heritage resource, and any other natural heritage resources and species at risk identified in studies initiated in support of development approvals. Development in or adjacent to this drainage course is subject to the Conservation Authority Regulations.

3.2.6 MIXED USE

- The Mixed Use category is intended to accommodate both residential and commercial uses in a complimentary manner. Residential uses on upper floors above ground floor commercial use would address the intent of the Mixed Use Category.
- Mixed use development will generally consist of small scale commercial uses including artisanal shops, studios and other home based businesses and occupations, and which would not be in conflict with on-site or neighbouring residential uses. Retail shops and services and offices would also be permitted in this category.
- Residential uses in the Mixed Use category will primarily be related to and supportive of on-site commercial uses. Multiple unit dwellings will generally be discouraged in this category, as will ground floor residential uses unless they are situated in homogenous blocks. Residential density in the mixed use category may be in the range of 15-20 units per hectare.

3.2.7 WATERFRONT AMENITY AND ATTRACTION

- The Waterfront Amenity and Attraction category includes both the east beach on Port Glasgow Yacht Club lands, and the west public beach in Port Glasgow, the marina operated by the Port Glasgow Yacht Club, and adjacent vacant publically held lands, trails, parking areas and vehicular access lanes.
- Natural Heritage resources are found on lands in both public and private ownership in Lot 6 in Port Glasgow. These lands include the Lake Erie Shoreline, the 16 Mile Creek and tributary, and other lands covered with natural vegetation. Woodland areas have been generally identified on Figure 6 to the Official Plan.

3.2.8 PARKS AND OPEN SPACE

- The Parks and Open Space category applies to lands along the Lake Erie shoreline east of Douglas Line in Port Glasgow, as well as significant tracts of natural open space in Lot 6 on both sides of Havens Lake Road. These lands are in both public and private ownership, and they include Memorial Park which is situated at the southern edge of the Port Glasgow Trailer Park. Memorial Park includes a picnic shelter, ball diamond, lawns and benches. Additional improved parkland is not deemed necessary in Port Glasgow, except within the Waterfront Attraction and Amenity area.
- The Parks and Open Space category include significant vistas to Lake Erie, and they offer exceptional opportunities for the development of formalized pedestrian trail linkages from the trailer parks, Memorial Park and the Existing Built Area of Port Glasgow with the Waterfront Amenity and Attraction to the west. New pedestrian trail linkages will be valuable in Port Glasgow, especially in association with new development.
- Sections 3.0 and 5.6 of the Official Plan provides a policy framework for the Parks and Open Space category. This policy framework encompasses Natural Heritage Features which are found on lands in both public and private ownership in Port Glasgow. Other Natural Heritage Features may be present and could be identified through site specific investigation.
- The Natural Heritage Features and areas in Port Glasgow include and overlap with a steep ravine and drainage course on the east side of Havens Lake Road, part of the drainage

course of Sixteen mile Creek and its associated ravine features and mature forest cover at the west part of Lot 6, west of Havens Lake Road.

- Fish Habitat, Wildlife Habitat, Habitat of Endangered or Threatened Species, valleylands, woodlands, potential wetlands and ANSIs with regionally rare plant species have all been identified as part of the Natural Heritage resources in Port Glasgow.

3.2.9 PROTECTED NATURAL CORRIDOR

- The Protected Natural Corridor applies to lands on the east side of Havens Lake Road. This category includes lands in both public and private ownership.
- The Protected Natural Corridor is intended to ensure there is an uninterrupted natural, environmental corridor on the east side of Havens Lake Road where ravines and other natural features will continue to provide habitat for flora and fauna. The generalized location of the Protected Natural Corridor on Figure 7 may be adjusted by future studies intended to support no negative impact of development on Natural Heritage Resources.
- The Protected Natural Corridor may accommodate passive recreation activities such as pedestrian trails, picnic areas and natural open space.

3.2.10 PUBLIC PROMENADE

- The Public Promenade is superimposed over the Residential, Mixed Use and Waterfront Amenity and Attraction categories. It is intended to provide a formalized pedestrian concourse serving urban development.
- The Public Promenade should serve to facilitate users emanating from both public and private lands, and to maximize opportunities for all users to access and enjoy the scenic vistas in Port Glasgow.
- Although primarily intended to serve pedestrian users, the Public Promenade should incorporate segregated lanes for bicycles and LSV.

3.2.11 GREENWAY

- The Greenway is superimposed on the Residential, Parks and Open Space, Seasonal Residential and Existing Seasonal Residential categories. It is intended to accommodate an aesthetic, landscaped buffer strip framing the northerly limits of Port Glasgow on private and public lands along the south side of Gray Line.
- The function of the Greenway is to provide visual relief and separation from private yard activities and uses, and to accommodate pedestrian facilities if deemed advisable or desirable during the development approval process. The Greenway will also enhance the visual appeal of Port Glasgow for visitors and residents who access the settlement area via Havens Lake Road.

3.2.12 GATEWAY

- Two Gateways have been identified for Port Glasgow, at the intersection of Furnival Road and Gray Line, and at the intersection of Havens Lake Road and Gray Line.

- The purpose of the Gateways is to encourage the development of prominent visual land marks and informative works which welcome both residents and visitors to the destination of Port Glasgow
- Without limiting the generality of components in the Gateways, structures and works may include landscaping, signage, displays, kiosks, lighting and information depots. Commercial uses will generally be discouraged in the Gateways, although they may be situated in or adjacent to structures and works in the Gateways if deemed compatible and supportive in the development approval process. Such commercial uses should be directly supportive and complementary to adjacent uses, and not of a nature which would compete with the commercial uses in the principal commercial areas of Port Glasgow. These Gateway Commercial uses may be established on adjacent lands in the residential and Seasonal Residential categories.

3.2.13 VISTAS

- Naturally occurring vistas are found throughout Port Glasgow, as the community has historically provided a number of visually stunning panoramic views of Lake Erie.
- The Vistas category in the Land Use Plan is intended to specifically identify, preserve and improve some of the best locations for scenic, panoramic vistas in Port Glasgow. All of the Vistas are situated on elevated sites, on lands which are in both public and private ownership. One Vista has been identified in Memorial Park, and several have been identified at the interface of municipally held lands and the Seaside property on the west side of Havens Lake Road. Some Vistas have been strategically located with the Public Promenade.
- Some of the Vistas may require minor clearing of vegetation in order to maximize their potential. This activity is not expected to create conflict with Natural Heritage resources however, clearing of vegetation will require consultation with the LTVCA.

3.2.14 ARCHITECTURAL ATTRACTION

- Several waterfront communities have made effective use of Architectural Attractions as focal points, gathering places, community landmarks and tourist attractions. Examples include lighthouses, ship's wheelhouses, retired sailing vessels and other marine artifacts.
- One location for an Architectural Attraction has been identified in Port Glasgow. Situated on the west side of Havens Lake Road, at the confluence of the Public Promenade and the Mixed Use category, the site is estimated to be near the highest elevation and could afford the greatest visual prominence in Port Glasgow.
- Alternate or multiple sites may also be appropriate for Architectural Attractions, and these could be identified in more detailed studies, or in the development approval process on both public and private lands.

11. POLICIES

11.1 Goals and Objectives

The following goals and objectives shall guide the planning, development, redevelopment and improvement of the community of Port Glasgow as shown on Figures 1 and 7.

- a) Port Glasgow will be recognized as the predominant location for waterfront development, attractions and amenities in the Municipality of West Elgin.
- b) Future development and redevelopment of all lands in Port Glasgow will be environmentally sustainable.
- c) Future development and redevelopment of all lands in Port Glasgow should contribute whenever possible, to improved economic development and prosperity in Port Glasgow and the Municipality of West Elgin.
- d) All land use activity in Port Glasgow, including future development and redevelopment will be in accordance with the Provincial Policy Statement.
- e) All land use activity in Port Glasgow, including future development and redevelopment will protect, and wherever possible, complement and enhance the Natural and Cultural Heritage of Port Glasgow and the Municipality of West Elgin.
- f) Future development and redevelopment of lands in Port Glasgow will be compatible in terms of land use and built form with existing development in Port Glasgow.
- g) Future development and redevelopment in Port Glasgow will have regard for the accommodation of pedestrian traffic, non-motorized vehicles and low speed vehicles.
- h) Future development and redevelopment in Port Glasgow will protect, and wherever possible enhance and increase opportunities for public access to the waterfront amenities.

11.2 Land Use

11.2.1 PRIMARY USES

Land use in Port Glasgow will be in general conformity with the Land Use Plan shown on Figure 7. It is intended that future development and redevelopment in Port Glasgow offer a range of permanent, year round and seasonal housing types, recreational and cultural opportunities, and commercial establishments catering to both residents of the Municipality of West Elgin and to visitors from outside the local area.

The establishment of new development and/or site alteration in Port Glasgow will have regard for the LTVCA Regulation restrictions for Regulated Areas. Figure 6 of the Official Plan of the Municipality of West Elgin will be used as a guideline to identify the lands subject to these regulations. Figure 6 of the Official Plan will also be used as a guideline in the identification of Significant Woodlands.

11.2.2 SECONDARY USES

Secondary uses will include agricultural uses (other than the raising of livestock) and occupations.

11.2.3 RESIDENTIAL USES

Residential uses will include low and medium density housing development, generally restricted to a maximum of four stories above grade. Regulation of residential uses will be achieved with the Municipality's Zoning By-law, and where applicable under the regulations of the Planning Act, by means of site plan control for medium density housing.

11.2.4 COMMERCIAL USES

Commercial uses will include those retail, service and hospitality uses which primarily serve the permanent and seasonal residents of Port Glasgow, and the recreational day users and tourist visitors in Port Glasgow. Commercial uses serving regional markets such as, but not limited to automotive retailers, farm implement retailers, recreational vehicle and boating retailers, and big box retailers will be discouraged in Port Glasgow. Unique retail businesses such as artisanal shops, studios, and retailers who produce wares and goods on premises including food, beverage, clothing and crafts will be encouraged. Buildings accommodating commercial uses will be restricted to a maximum of three stories above grade. Residential uses may be established on the upper floors of commercial building. Ground floor residential uses will be discouraged in the commercial land use category.

11.2.5 MIXED USES

Mixed uses will consist of a combination of residential and commercial uses which may occur on separate floors of the same building provided the commercial use occurs on the ground floor, and the residential use occurs on upper floors, or at the rear of ground floor commercial use. Mixed uses may also include contiguous blocks of ground floor residential uses situated in a manner that will not result in land use conflict with neighbouring commercial uses and/or associated vehicular traffic. The types of residential and commercial uses which will be contemplated in the Mixed Uses category will be those described in subsections 4.2.3 and 4.2.4 of the Port Glasgow Secondary Plan. Mixed use buildings will be restricted to a maximum of three stories in height above grade. Mixed uses will be regulated by unique regulations in the Municipality's Zoning By-law.

11.2.6 SEASONAL RESIDENTIAL USES

Seasonal uses will be subject to the policies for Campgrounds and Trailer Parks in Section 7.11 of the Official Plan of the Municipality of West Elgin.

11.2.7 PARKS AND OPEN SPACE

Parks and Open Space uses will be subject to the Parks and Open Space policies in Section 5.6 of the Official Plan of the Municipality of West Elgin.

11.2.8 AGGREGATE EXTRACTION

Aggregate extraction will be subject to the Aggregate Resources policies in Section 6.6 of the Official Plan of the Municipality of West Elgin. Aggregate extraction in the community of Port Glasgow will primarily be associated with the historical activity of dredging to maintain a functional harbour. Aggregate extraction activities, including dredging and stockpiling will take place in the Waterfront Amenity and Attraction land use category.

Existing mineral aggregate operations shall be permitted to continue without the need for an official plan amendment, rezoning or development permit under The Planning Act. Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety, or environmental impact.

11.2.9 WATERFRONT AMENITY AND ATTRACTION

The lands in the Waterfront Amenity and Attraction category in Port Glasgow consist of those lands that have been improved or designated for recreational use along the Lake Erie shoreline, and

without limiting the generality of the foregoing, include the east and west beach areas in Port Glasgow, the marina, and the parking and picnicking areas, trails and open space associated with the marina and public beaches. The sites used for dredging, and stockpiling of aggregate materials are also located in this land use category. The improvement, expansion and intensification of these works, facilities, natural areas and resources are encouraged in accordance with the goals and objectives of the Secondary Plan for Port Glasgow. Future development in this category will be compatible and supportive of the existing active and passive recreation uses, and should be intended to improve, or to maximize the potential and utility of existing features and attractions for day use and tourist recreation activities. No land use activity or development in the Waterfront Amenity and Attraction area will preclude or hinder the expansion or continued use of the existing aggregate operation.

11.2.10 HAZARD LANDS

Certain lands within Port Glasgow may pose a risk for development or redevelopment due to the presence of physical hazards, noise, odours and similar impacts. Such hazards may include lands or areas which are susceptible to flooding, erosion, subsidence, slumping, inundation and the presence of steep slopes. All development including public and private works will have regard for existing and proposed slopes and grades such that slope stability will not be compromised.

All lands in Port Glasgow will be subject to the policies of Section 9.0 of the Official Plan of the Municipality of West Elgin. Given that a significant portion of Port Glasgow is included on Schedule 'G', due to scale of mapping and generalized designations along the lake shore, more precise identification of Hazard Lands will take place in consultation with the LTVCA and the Province of Ontario during the process of development approvals.

11.2.11 PARKLAND DEDICATION

The acquisition of lands for use as public parks, including trails and related uses will be subject to Section 5.6.5 of the Official Plan of the Municipality of West Elgin. Such acquisition may involve transferring of titles from private to public holdings, and vice versa, depending on the identification of land needs, form, function and location of these sites and areas during the development approval process. Without limiting the generality of the foregoing, parkland dedication is primarily envisaged for linear features such as Pedestrian Trails and Connections, Public Promenade, Greenway; and site features such as Gateway, Architectural Attraction. Any and all of these linear and site features may be established on either public or private lands, or a combination thereof. Land dedication for parkland including trails will be negotiated in the development approval process.

11.3 Servicing

The Province of Ontario and in particular the Ministry of the Environment, through the Ontario Water Resources Act, the Environmental Protection Act, and the Provincial Policy Statement is concerned with the development and operation of infrastructure including both sanitary and storm sewerage systems. The Municipal Engineer's Association Class Environmental Assessment for Municipal Water and Wastewater Projects will be applied to such infrastructural projects, and be subject to Provincial approval. Some infrastructural servicing may also be subject to the regulations of the Conservation Authorities Act. R.S.O.152/06.

11.3.1 WATER

All development and redevelopment in Port Glasgow will be connected to, and serviced by the piped municipal water supply system.

11.3.2 SEWAGE DISPOSAL

The preferred method of providing sanitary sewage disposal services for all classes of development in Port Glasgow will be by private, communal systems, subject to the completion of a provincial environmental assessment process. Private, non-communal sewage disposal systems will also be permitted for individual dwelling and commercial units which are not part of a plan of subdivision or plan of condominium, in accordance with the regulations of the Ministry of the Environment or their delegated authority.

11.3.3 STORM WATER MANAGEMENT

The preferred method of providing storm water management services will be by private communal works and facilities, and/or other private individual works or facilities, as approved by the Ministry of the Environment under the Ontario Water Resources Act. All run-off and drainage from impervious surfaces proposed by development or redevelopment will have regard for, and mitigate any negative impacts on Sixteen Mile Creek, its tributary, and Lake Erie in accordance with the Conservation Authorities Act, R.S.O. 152/06, for the Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations. The establishment of storm water management works and facilities will be subject to the Stormwater Management Planning and Design Manual 2005 of the Ministry of the Environment.

11.3.4 PHASING OF SERVICING

Communal gravity based sewerage systems are preferred for all new residential, commercial or mixed uses. Given the topographic characteristics of Port Glasgow, gravity based servicing will generally accommodate phased development in a south to north direction, and secondarily in a west to east direction.

Sanitary and storm sewerage systems will be designed and sized according to the needs of the ultimate extent of development anticipated in any defined drainage area. In some instances, this may require the installation of sewer works with capacity that is greater than that required by initial phases of development.

Temporary or interim sewerage and drainage works may be permitted, where the public interest is served, technical guidelines are not compromised, long term and ultimate design plans are respected, and capable of being feasibly implemented in the future.

Individual on-site wastewater treatment systems will be discouraged for all development except for infill development or redevelopment of lands in the Existing Built Area and Existing Seasonal Residential categories. Individual on-site wastewater treatment systems will be established subject to the approval of the appropriate approval authority.

Combined sanitary and storm sewers will not be permitted for any class of development, or redevelopment within the Port Glasgow community.

Storm drainage and storm water management systems and works for all new development and redevelopment will be designed to control flooding, erosion, contaminant and sediment discharges into water courses and Lake Erie from development and redevelopment, with the intent of maintaining water quality, and whenever possible, enhancing water quality and the environmental characteristics of local water courses and Lake Erie.

Storm water management plans will be prepared on the basis of natural watershed characteristics and tributary areas in consultation with the Province or their delegated authorities.

Erosion and sediment control plans will be prepared by development proponents to the satisfaction of the Province or their delegated authorities in order to minimize the impact of erosion or sedimentation on water courses and Lake Erie caused by any development.

11.3.5 ROADS AND TRANSPORTATION WORKS

New roads and transportation works including pedestrian sidewalks, bicycle and low speed vehicle lanes will be established in all developments to the satisfaction of the Municipality of West Elgin, and where applicable, the County of Elgin and the Province of Ontario. Such roads and transportation works shall be privately developed and maintained through the Draft Plan of Subdivision/Condominium regulations of the Planning Act, except for those roads and transportation works which are developed on public lands. Those roads and transportation works shall be developed and maintained by the applicable public authority.

11.3.5.1 Havens Lake Road

Development and Redevelopment of land in Port Glasgow will be encouraged to receive vehicular access via local roads, preferably privately owned and maintained local roads wherever possible. Direct vehicular access from Havens Lake Road to individual properties, uses and small clusters of properties and uses will be discouraged. Direct access to individual properties or small clusters of properties from Havens Lake Road may be permitted on a case by case basis when the Municipality of West Elgin and Province of Ontario or their delegated authorities where applicable, are convinced that other methods of access apart from direct access from Havens Lake Road is not feasible, environmentally sustainable or otherwise causes undue hardship to the proponent, or the Municipality. In all cases, the Municipality and the LTVCA will be satisfied that slope stability and drainage issues can be effectively remediated.

11.3.5.2 Pedestrian and LSV Considerations

All development and redevelopment in Port Glasgow shall have regard for, and strive to accommodate facilities and works for pedestrian, bicycle and Low Speed Vehicles. Facilities and works for pedestrian and Low Speed Vehicles will be designed in a fashion which maximizes network connectivity and broad circulation opportunities in Port Glasgow, and which improve or maximize access by the public to the Waterfront Attraction and Amenity in Port Glasgow.

11.4 IMPLEMENTATION

The Port Glasgow Secondary Plan is intended to be implemented as an integrated section of the Official Plan of the Municipality of West Elgin. The integration of the Secondary Plan will be completed under the Planning Act, and this may be achieved by means of Minister's Modification, or by Official Plan Amendment.

Many of the Goals established in Section 1.3 of Official Plan of the Municipality of West Elgin will be addressed by the implementation of the Port Glasgow Secondary Plan. At a minimum, the Goals of the Official Plan to be implemented by the Secondary Plan will include the following:

- To foster economic development;
- To provide a diverse and affordable range of housing opportunities;
- To capitalize on the assets of the municipality;
- To ensure logical, efficient, orderly, compact and compatible development;

- To protect and enhance natural heritage features,
- To build strong, healthy villages and hamlets;
- To protect areas of aggregate resource potential for extraction purposes.

11.5 GENERAL IMPLEMENTATION POLICIES

- The land use categories and designations shown on the Land Use Plan – Figure 7 are to be interpreted and implemented in accordance with the policies in Section 11.2 of the Secondary Plan.
- The boundaries and areas of the land use categories and designations shown on the Land Use Plan – Figure 4 are to be interpreted with some degree of flexibility. These areas could be altered pursuant to more detailed planning studies including, but not limited to, Environmental Impact Studies, Class EA Studies, Draft Plan of Subdivision, Condominium and Site Plan Approvals. Minor extensions, alterations, adjustments and refinements to the areas and geometry of all Land Use categories may be permitted in the public interest, pursuant to the approval of the Municipality of West Elgin, and the applicable approval authority of the Province of Ontario or their delegated authority.
- Significant changes to the boundaries and areas of any land use category shown on the Land Use Plan – Figure 7 will be subject to the interpretation of the Municipality of West Elgin and the applicable approval authority. Significant changes to these boundaries and areas will be implemented by Official Plan Amendment.
- Elements depicted by symbols on the Land Use Plan – Figure 4 including Gateway, Greenway, Pedestrian Trails, Public Promenade, Architectural Attraction, Vistas and Traffic Control Works are not intended to be interpreted as in exact scale in size or location, unless otherwise described in more detail in the Secondary Plan. These symbols are conceptual in nature and probable in location as shown on the Land Use Plan – Figure 7. Without limiting the generality of the foregoing, regard will be had for the following:
 - The number and location of the Vistas and their “visual cones” are not fixed. Similarly, the geometries of the “visual cones” is conceptual in nature. It will be beneficial to provide as many Vistas, with as many varied “visual cones” as possible, commensurate with development approvals and the establishment of new or improved public and private works.
- Nothing in the Secondary Plan will preclude the establishment of multiple Architectural Attractions.
- Nothing in the Secondary Plan will preclude the enhancement of the number and location of pedestrian trails as shown on the Land Use Plan – Figure 7.

11.6 SPECIFIC IMPLEMENTATION POLICIES

- Expansion or alteration of the boundaries of the Port Glasgow community as shown on the Land Use Plan-Figure 7 will be by Official Plan Amendment. Such amendment will be in conformity with the applicable policies of the Official Plan and be consistent with the Provincial Policy Statement.
- Future expansion of the Port Glasgow Settlement Area should ideally be accommodated within the areas designated “Lakeshore Recreation” in the Official Plan of the Municipality

of West Elgin, and not within the “Agricultural” designation unless justification can be provided, all in accordance with the Provincial Policy Statement.

- Land dedication pursuant to the development, subdivision and condominium planning approval process will primarily be required for road widening, the development of the public promenade, architectural attraction(s) and pedestrian trails. Land dedication for local area and neighbourhood park needs will not be required to meet any of the Goals and Objectives of the Secondary Plan, unless such dedication extends public access to Lake Erie, or protects identified natural or cultural heritage features.

11.7 DESIGN CRITERIA

Regard will be had for the following design criteria in the evaluation and approval of all development and works to be considered in the plan of subdivision, condominium, severance and conveyance, and site planning approval processes in the Port Glasgow community:

- I. Design ROW Havens Lake Road 25 metres;
- II. Design ROW Gray Line and Furnival Road 20 metres;
- III. Paved Private Road width 15 metres;
- IV. Non Paved Private Road width 4 metres;
- V. Public Promenade 6 metres;
- VI. Sidewalks 1.2 metres;
- VII. Public Parking Spaces – Automobiles 2.7 metres x 6 metres;
- VIII. Parking Spaces - Boat Trailers minimum: 3 metres x 11 metres;
- Recreational Vehicle stalls minimum: 6 metres x 16 metres;
- IX. Pedestrian Trails 3 metres;
- X. Greenway 4 metres;
- XI. Maximum Grade Pedestrian Walkways, Sidewalks, Public Promenade 8%;

11.8 Land Division

The division of land proposed for development in Port Glasgow will be achieved by the Draft Plan of Subdivision and/or Plan of Condominium process in accordance with the Planning Act. The process of Severance and Conveyance of land will only be used for lot creation in the instances of minor lot extensions, adjustments, expansions, property consolidations, boundary corrections or adjustments, and infill development where no more than one new lot is created. This policy is not intended to preclude the transfer or severing of blocks of land which would be developed by Plan of Subdivision.

5. FIGURES AND MAPS

Study Area-Figure 1

Site Opportunities-Figure 2

Site Constraints-Figure 3

Land Use Plan-Figure 7

6. APPENDICIES (SEPARATE COVER)

6.1 May 30 Public Input

6.2 Public Submissions From August 8 Workshops

6.3 August 8 Workshop – Summary Input including Alternative Development Concept

6.4 Port Glasgow Yacht Club Preferred Plan – Concept ‘D’

6.5 Lakewood Trailer Estates Preferred Option – Concept 3

6.6 Seaside Waterfronts Inc. – Seaside’s Proposed Master Plan

NOTE: Several background studies prepared in support of Seaside’s Proposed Master Plan were also considered in the preparation of the Port Glasgow Secondary Plan including Planning Report 2011, Functional Servicing Report April 2011. These documents are supported by a number of specific reports including traffic impact studies, archaeological assessments, environmental impact and cover board studies, and numerous conceptual plans and drawings. Regard has also been given to Port Glasgow Sewage System Phase 2 Report, Municipal Class EA, 2009.



STUDY AREA AND LAND OWNERSHIP

PORT GLASGOW
Settlement Area

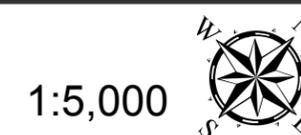
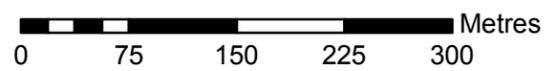
Settlement Boundary



Municipality of
WEST ELGIN

FIGURE 1

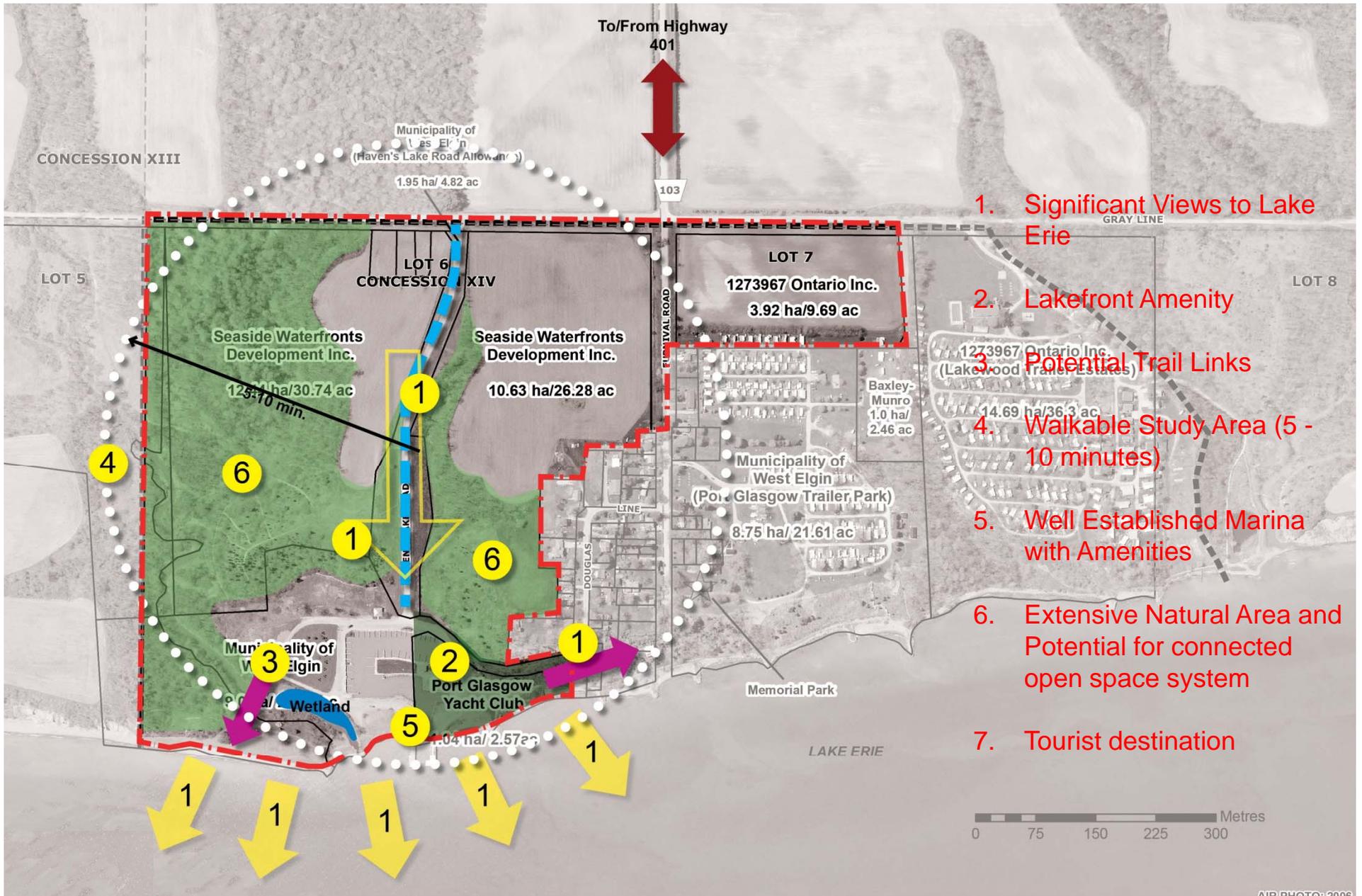
Created on July 4, 2012 PS



Note: Land Ownership area is based on ArcMap 10 software calculations and MPAC

AIR PHOTO: 2006

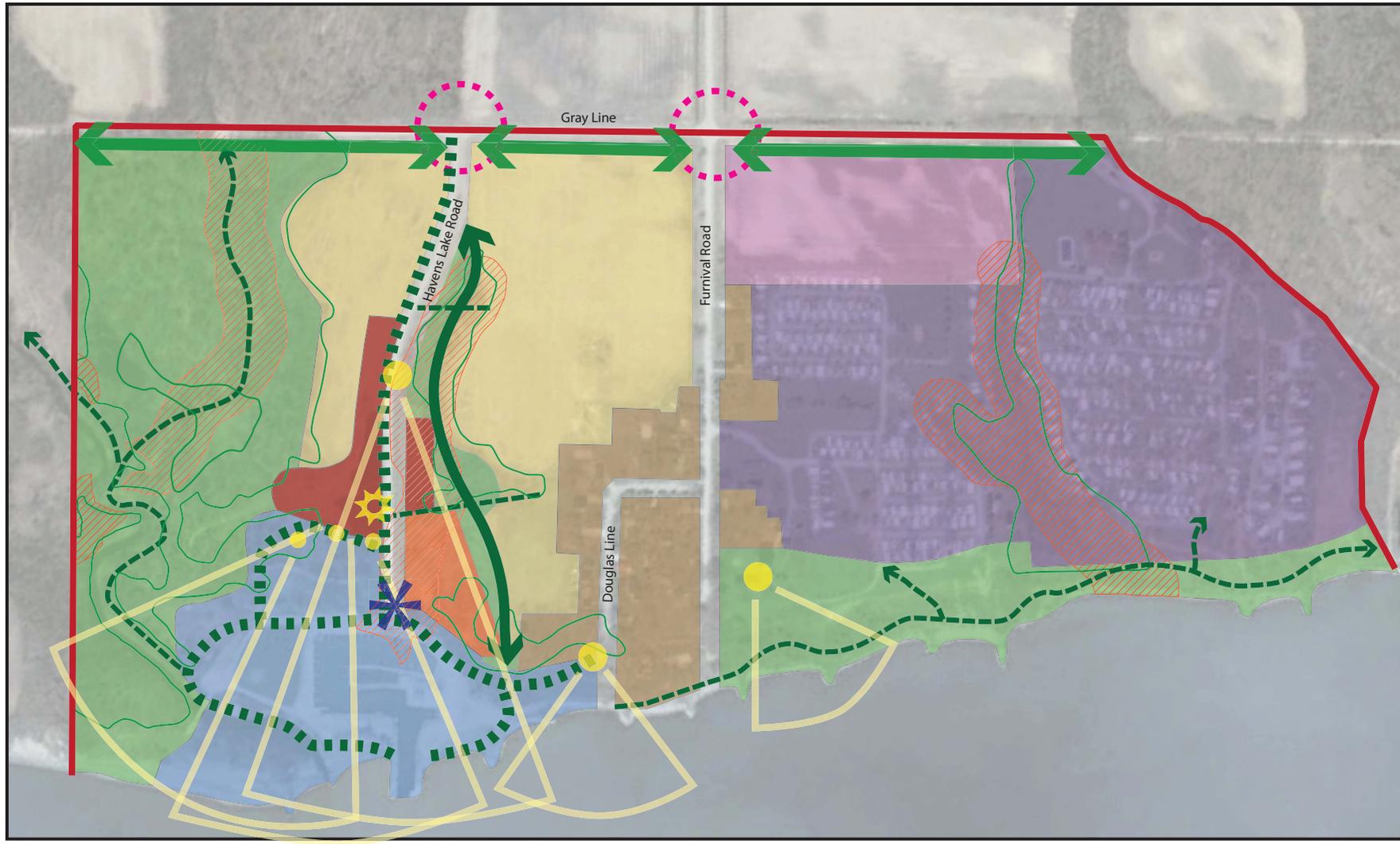
Site Opportunities – Figure 2



Site Constraints – Figure 3



Land Use Plan - Figure 7



Legend

-  Residential
-  Existing Built Area
-  Commercial
-  Mixed Use
-  Seasonal Residential
-  Existing Seasonal Residential
-  Waterfront Amenity and Attraction
-  Parks and Open Space
-  Protected Natural Corridor
-  Public Promenade
-  Community Area Boundary
-  Pedestrian Trails and Connections
-  Greenway
-  Woodlands*
-  Hazardous Lands*
-  Gateway
-  Architectural Attraction
-  Vistas
-  Traffic Control Works

* adapted from Figure 6 of the Official Plan of the Municipality of West Elgin.

APPENDICIES (SEPARATE COVER)