

3 . M A N A G I N G G R O W T H

“Maintaining and Enhancing the Rural and Small Town Character”

3.1 INTRODUCTION

The vision of sustainability forms the basis for the growth management principles of this Plan. Based on the adopted Growth Strategy for the County, the following outlines a growth management approach that establishes growth and development policies and urban structures for the six Urban Areas, provides a management and monitoring framework for the 42 Hamlet Areas, ensures the long-term protection of the County’s agricultural and rural resources, conserves natural heritage features and provides a basis for future planning activities along the lakeshore.

3.2 TARGETING GROWTH

Norfolk County’s population has historically increased at a very moderate rate. The population and employment forecasts in this Plan are based on a Council directed growth target, which is based on achieving the County’s proactive economic development and tourism objectives.

Projecting population and employment growth is based on a number of assumptions, including historic population and demographic patterns, fertility and mortality rates, migration trends, housing-related demographic trends and employment levels. Council has selected a scenario for incorporation in the Official Plan that assumes that the population will rise by roughly the historic average annual growth rate for Haldimand and Norfolk Counties. Population and employment targets to the year 2026 are provided in Table 1.

Changes in the economy or federal immigration policies can have a significant impact on the population and employment forecasts. The policies of the Plan recognize that the targets are partially dependent on factors outside of the County’s control. Consequently, the County’s planning and growth management activities will ensure flexibility to accommodate growth, but will avoid inefficient and costly development patterns.

Table 1 – Population and Employment Targets (2026)

	2026
Population	74,300
Employment	39,300

3.3 COMMUNITY STRUCTURE & GROWTH FRAMEWORK

The growth management and settlement structure for the County is comprised of four interrelated parts:

- i) the Urban Areas;
- ii) the Hamlet Areas;
- iii) the Agricultural Area; and
- iv) the Lakeshore, including the Resort Areas.

Schedule “A” illustrates the Community Structure. There are several policy areas that overlay this framework, including the Industrial Influence Area, the Lakeshore Special Policy Area, other Special Policy Areas within the Urban Areas, as well as the land use designations described in Section 4 of this Plan. Table 2 provides a list of the Urban Areas, Hamlet Areas and Resort Areas, to which the policies of the subsequent Sections apply.

Table 2 – Settlement Areas

Settlement Type	Settlement	Settlement
Urban Areas	Courtland	Port Rowan
	Delhi	Simcoe
	Port Dover	Waterford
Hamlet Areas	Andy's Corners	Messiah's Corners
	Bealton	Nixon
	Boston	Norfolk North
	Bill's Corners (Charlotteville)	Norfolk West
	Bills Corners (Townsend)	Normandale*
	Bloomsburg	Pinegrove (Pinehurst)
	Booth's Harbour*	Port Ryerse
	Cultus	Rattlesnake Harbour (Ellaton)
	Fairground	Renton
	Fernlea	Silver Hill
	Forestville	South Middleton
	Frogmore	St. Williams
	Gilbertville	Teeterville
	Glen Meyer	Vanessa
	Green's Corners	Villa Nova
	Hillcrest	Vittoria
	Kelvin	Walsh
	Langton	Walsingham
	La Salette	Wilsonville
	Lynedoch	Windham Centre
Lynnville	Wyecombe	
Resort Areas	Avalon	Long Point
	Booth's Harbour*	Normandale*
	Fisher's Glen	Turkey Point

* - settlement area is partly a Hamlet Area and partly a Resort Area

3.4 URBAN AREAS

The six Urban Areas within the County have historically functioned as the focal points for growth and development activity, as well as public and private sector investment. This role will continue in the future. The Urban Areas will accommodate the greatest amount of the targeted growth throughout the planning period, and will be the focus of residential, commercial, employment, government, institutional, office, entertainment, cultural, and health and social service activities.

The following shall be the policy of the County:

- a) The locations of the Urban Areas are illustrated on Schedule “A”. The County shall make provision in the Urban Areas to accommodate a wide range and mix of residential, commercial, institutional, employment, recreational, and open spaces uses, subject to servicing availability to meet the needs of the community over the course of the planning period. Each Urban Area is unique and will accommodate a varied range and type of growth and development.
- b) It is the policy of this Plan that the Urban Areas will incorporate the following:
 - i) a full range of housing types, including affordable and special needs housing;
 - ii) business opportunities at appropriate locations to provide a wide range of employment and services to residents, businesses and visitors;
 - iii) full municipal services, as feasible and appropriate, and an appropriate level of transportation infrastructure;
 - iv) a concentration of community services for the County, including social, cultural, entertainment, health, educational and other supporting facilities; and
 - v) an open space, natural heritage and recreational network that is integrated with open spaces throughout the County, and provides appropriate passive, natural and active areas.
- c) The County shall ensure through its planning activities that each Urban Area develops with efficient land use patterns that will sustain the community and financial well-being of the County over the long-term.
- d) New Urban Areas shall not be designated within the period of this Plan.
- e) Boundaries of the Urban Areas are established on Schedule “B”. Within these boundaries there is sufficient land to accommodate projected growth and development for the 20-year planning horizon.

- f) Subject to the policies of this Plan, the boundaries of the Urban Areas shall be permitted to expand as-needed, based on a demonstrated lack of available designated land and development trends. Proposals to expand the boundaries of an existing Urban Area shall be considered through a comprehensive review of this Plan. Proposals shall be considered in the context of whether:
- i) the amount of land included within the expansion area is justified based upon the amount and nature of land available for development within the County as a whole and the Urban Areas on an individual basis, the population projections for the County, and the intended role of the Urban Area;
 - ii) the proposed expansion is a logical extension of the Urban Area and will be serviced by full municipal sewer and water services;
 - iii) the land is physically suitable for development, considering any constraints, such as Hazards Lands, or Aggregate Resource Areas;
 - iv) the proposed expansion will have a compact form, an appropriate mix of land uses, where practical, and densities that efficiently use land, infrastructure, and public facilities, while providing for adequate parks and open space;
 - v) the transportation network can reasonably accommodate the additional volume of traffic and demand for services;
 - vi) suitable community and public facilities are available, or can be provided to accommodate the expansion area;
 - vii) a suitable plan for phasing, financing and construction of the infrastructure for the expansion area is developed;
 - viii) prime agricultural areas are only included within the expansion area if there are no reasonable alternative areas with lower priority agricultural land;
 - ix) opportunities for intensification, infill and redevelopment have been explored, and accounted for in evaluating alternatives to an Urban Area expansion;
 - x) the proposed expansion will not impact cultural heritage resources;
 - xi) the proposed expansion will not impact any Provincially Significant Feature or Natural Heritage Feature; and
 - xii) the proposed expansion satisfies the Province's Minimum Distance Separation Formulae.
- g) Proposals for Urban Area boundary expansion within or adjacent to areas of significant aggregate resources, as illustrated on Schedule "C", shall not be permitted until it is determined that:

- i) extraction of resources has been completed, and the site has been rehabilitated;
 - ii) extraction would not be feasible;
 - iii) the proposed land uses or development satisfies the other policies of this Plan and, in relation to the aggregate resources, serves a greater long-term public interest; and
 - iv) issues of public health, public safety and environmental impact are addressed.
- h) Intensification, infill and redevelopment of designated and underutilized sites, and areas in transition in the Urban Areas will be encouraged prior to consideration of an Urban Area expansion. The intensification, infill and redevelopment of designated and underutilized sites that are contaminated, or suspected of contamination, shall be subject to the policies of Section 5.7 (Potentially Contaminated Sites) and 9.7.2 (Environmental Procedures for Potentially Contaminated Sites). The County shall target 20 percent of its growth in the Urban Areas to be accommodated through infill, intensification and redevelopment.
- i) Development of vacant land within the Urban Area boundary on the edge of the existing built-up portions of the Urban Areas shall include efficient provision of water supply, sanitary sewers, roads, parks, schools and other public, community and municipal services. Development shall proceed in a staged and sequential manner, considering the existing pattern of the Urban Area.
- j) While specific land uses are identified and delineated for each of the Urban Areas in Section 4 (Managing Land Use) of this Plan, the County may choose to undertake a detailed Secondary Plan for an Urban Area, in accordance with Section 9.5.1 (Secondary Plans) of this Plan. A Secondary Plan may be prepared to comprehensively address the arrangement of the urban development pattern for new development areas, to rationalize development within the existing Urban Area, to promote redevelopment or intensification within an area, or for any other reason identified by Council. A Secondary Plan may also be prepared to address specific land use issues or implement a specific planning initiative, thereby providing additional guidance to private and public sector investment in the Urban Area. At the County's discretion, a Secondary Plan may be prepared for a portion of an Urban Area, provided the Secondary Plan is comprehensive in scope and considers matters of integration with adjacent urban land.

3.4.1 Downtown Areas

The Downtown Areas are identified on Schedule "B" to this Plan. The Downtown Areas shall be recognized as the primary activity centres for the County and the location for the fullest range of uses, including retail, service

commercial, cultural, recreational, entertainment, business and professional, governmental, institutional, community, employment, and residential uses. The diversity of land uses shall be promoted to foster the health and continued growth of the Downtown Areas, while conserving and enhancing heritage resources and identity of the communities.

The following shall be the policy of the County:

- a) Through the review of development applications for commercial uses, the County shall ensure interaction and balance within the commercial structure by promoting a range of locations for new and expanded retail facilities within the Downtown Areas wherever possible and practical.

Proposals for new Large Retail Uses, as defined by Section 4.9.1(b) of this Plan, outside of a Downtown Area shall require a site-specific amendment to this Plan and be subject to the policies of Section 4.9 (Shopping Centre Commercial Designation), 9.6.1 (Official Plan Amendments) and 9.7.3 (Retail Market Impact Study) of this Plan. Proposals to enlarge an existing Large Retail Use outside of a Downtown Area shall require a site-specific amendment to the Zoning By-law and be subject to the policies of Section 4.9 (Shopping Centre Commercial Designation) and 9.7.3 (Retail Market Impact Study) of this Plan.

- b) Most types of office uses shall be focused in the Downtown Areas. Office uses serving the needs of a local area or which cannot be reasonably accommodated with the Downtown Areas may be permitted outside of a Downtown Area. However, the office space permitted outside of the Downtown Areas shall be limited to the Central Business District Designation, the Industrial/Business Park Designation and the Shopping Centre Commercial Designation, and be subject to a Zoning By-law amendment considering the following criteria:
 - i) the availability of alternative office accommodation in the Downtown Areas;
 - ii) whether the office user has particular requirements that make a Downtown Area location unrealistic;
 - iii) the type and size of office space required by the user;
 - iv) the justification for the proposed location of the office use, including consideration of the potential effects upon the planned function of other land use designations;
 - v) a preference for nodal locations at major intersections or locations where existing uses can function together with the proposed use to create a nodal location;
 - vi) adequate buffering from any dissimilar or potentially incompatible uses in the nearby area; and

- vii) appropriate development standards, including size and use restrictions.
- c) In support of the planned function of the Downtown Areas, the County shall pursue the enhancement of the Downtown Areas in co-operation with the boards of the Business Improvement Areas (BIA) and other public and private interests and community groups, to enhance the efficiency, convenience, safety and appearance of the area and the activities it accommodates.
- d) The County shall protect and enhance, where possible and appropriate, the historic architectural character of the Downtown Areas and main street areas, particularly focusing on the pedestrian scale and design of the buildings and streetscapes, and the arrangement of windows and treatments on the building facades.
- e) The County may undertake, by both direct municipal action and by encouraging the actions of other parties, a program of on-going improvements in the Downtown Areas, including streetscape improvements, facilities for off-street and on-street parking, improved vehicular connections and circulation patterns, and facilities for those not traveling by private automobile, including improvements for pedestrians, the elderly and physically-challenged, and those using taxis, transportation for the disabled and potential future transit services.
- f) The County will encourage the private sector to increase the amount and intensity of residential uses in and around the Downtown Areas by supporting appropriate residential development and redevelopment, in accordance with the policies of this Plan.
- g) The County may pass a By-law designating and delineating a Community Improvement Project Area associated with Downtown Areas, and may undertake a Community Improvement Plan, in accordance with Section 9.5.2 (Community Improvement) of this Plan.
- h) The County shall encourage the development, redevelopment and rehabilitation of the Downtown Areas. To encourage this, the County may undertake a downtown revitalization strategy for each of the County's Downtown Areas.
- i) Linkages between the Downtown Areas and recreation trails shall be encouraged to foster pedestrian activity and encourage tourism in the Downtown Areas.

3.5 SPECIFIC URBAN AREA POLICIES

In accordance with the objective of this Plan to maintain and promote the small town character through its planning activities, the County will ensure the unique

character of the Urban Areas is maintained. The following Subsections deal with each of the six Urban Areas in the County.

In this Section of the Plan, a number of Special Policy Areas are included to manage growth, maintain and promote the individual character of the specific Urban Areas, and recognize unique local land use arrangements that cannot be appropriately addressed through the land use policies of Section 4. These Special Policy Areas shall not be construed to mean a special policy area within the meaning of the Provincial Policy Statement.

3.5.1 Simcoe Urban Area

3.5.1.1 Introduction

The Simcoe Urban Area, as identified on Schedule “A”, is the largest Urban Area in the County. The County shall support and promote the continued development of Simcoe as a complete, balanced and sustainable urban community containing an efficient pattern of development. Simcoe plays an important role as a major employment and commercial node, and is an agricultural support centre.

3.5.1.2 Urban Structure of Simcoe

The following shall be the policy of the County:

- a) The County shall promote Simcoe’s function as the major service centre, providing a broad range of activities, goods and services, within a strong commercial structure focused on the Downtown Area of Simcoe, and in other appropriately located major commercial areas, as identified on Schedule “B”, to meet the diverse needs of the County’s residents, work force, business and institutional sectors, and visitors.
- b) The urban structure of Simcoe and its image and identity as a community are influenced by the locational pattern of commercial functions carried out in the Urban Area. The Downtown Area, Secondary Centres and Queensway Corridor, as defined by this Plan, shall serve as the focal centres for commercial functions but are not necessarily areas exclusively devoted to commercial use.
- c) A major priority of the County shall be to maintain and enhance the range, intensity and continued viability of retail functions, particularly for:
 - i) those types of higher-order retail facilities, specialty shopping and comparison shopping which attract and serve residents from throughout the County and surrounding area; and
 - ii) the food, drug and convenience shopping functions, personal services and other facilities which are of particular significance in reinforcing the attractiveness of the Downtown Area and nearby central areas of Simcoe for residential purposes.

3.5.1.3 Simcoe Downtown Area

In addition to the policies of Section 3.4.1 (Downtown Areas), the following policies shall apply to the Simcoe Downtown Area.

- a) Further to Section 3.5.1.2(a) (Urban Structure of Simcoe), the County shall promote the planned function of the Simcoe Downtown Area as the focus of the County's commercial structure to meet the diverse needs of the County's residents, work force, business and institutional sectors, and visitors.
- b) It is intended that the pedestrian amenity and interest of the streets in the Downtown Area be maintained and enhanced, including additional or improved pedestrian linkages that may become available.
- c) The Simcoe Town Centre Shopping Mall is a major retail facility in the Downtown Area, located southwest of West and Talbot Streets. It is the policy of the County that opportunities to expand and upgrade this facility shall be encouraged, subject to proper building and site design, in accordance with the policies of this Plan.
- d) Parking is an important component of the Downtown Area. The County may explore options to relocate some parking to perimeter locations convenient to the Downtown Area and/or to provide some structured parking, thereby freeing up more of the land area for the expansion of Downtown Area uses and built forms.
- e) It is the intent of the County to co-operate with private interests and, if necessary, take the initiative to create a stronger connection between the eastern portion of the Downtown Area and Norfolk Street, and take advantage of its relationship with the Lynn River and associated linear parks system, and the proposed Lake Erie and Northern/Basil Street alignment.
- f) There are areas located near the perimeter of the Downtown Area that are intended for a mix of residential and commercial uses, which can make use of the large existing residential style buildings which characterize these areas. The County will support mixed use, provided the existing structures are used adaptively in the following areas: Lynnwood Avenue north of Argyle Street, the area north of Young Street along Kent and Colborne Streets, and land fronting on Norfolk Street South, generally between Victoria/Stanley and Dean Streets.

3.5.1.4 Secondary Centre Special Policy Areas

The following shall be the policy of the County:

- a) The two Secondary Centre Special Policy Areas are illustrated on Schedule "B". The Secondary Centres, which are shopping nodes located along major arterial roads and Provincial Highways serving the County, are as follows:

- i) Queensway East (Highway No. 3) near Donly Drive; and
 - ii) Norfolk Street South (Highway No. 24) near the south edge of the Simcoe Urban Area.
- b) Secondary Centres are predominantly retail commercial locations outside of the Downtown Area in the Simcoe Urban Area. These centres are intended to provide a more limited range of retail, commercial and service uses than the Downtown Area. As such, the planned function of a Secondary Centre is to be a retail shopping node primarily for the provision of food, drugs, hardware, convenience and general merchandise, personal and financial services, and a limited range of other uses. Secondary Centres are not intended to offer the same full range of commercial activities as the Downtown Area. Secondary Centres supplement the retail facilities of the Downtown Area by providing additional locations for certain types of retail outlets which are located in the Downtown Area and are also justified at one or more additional locations in the County, but should not otherwise duplicate the functions of the Downtown Area.
- c) The development and upgrading of the Secondary Centres shall be undertaken in an orderly and controlled manner, which does not prejudice the planned function of the Downtown Area, and is in accordance with the policies of this Plan. Expansions of the Secondary Centres shall be subject to the policies of Section 4.9.2 (Shopping Centre Commercial Designation – Land Use Policies) and 4.10.2 (Commercial Designation – Land Use Policies).
- d) Expansions of a Secondary Centre Special Policy Area onto land that is accessed by a Provincial Highway shall be supported by a traffic impact study, completed to the satisfaction of the County, in consultation with the Province.
- e) Expansions of a Secondary Centre Special Policy Area onto land outside of the Urban Area shall only be considered in the context of a review of this Plan, subject to the policies of Section 9.3 (Official Plan Monitoring and Review).

3.5.1.5 Queensway Corridor Special Policy Area

The following shall be the policy of the County with respect to the Queensway Corridor Special Policy Area as illustrated on Schedule “B”.

- a) The Queensway Corridor represents a linear area of auto-oriented highway and service commercial activities. As such, the planned function of the Queensway Corridor is to be an area of auto-oriented commercial activities, providing for highway commercial uses for the residents of Simcoe and the surrounding area.
- b) Selective, site-specific changes implemented through the policies of Sections 4.9.2 (Shopping Centre Commercial Designation – Land Use

Policies) and 4.10.2 (Commercial Designation – Land Use Policies) of this Plan may result in the broadening of the permitted uses applicable to certain land within the Queensway Corridor. These changes would be made to accommodate those types of space-extensive or destination outlets for which there is not a realistic location in the Downtown Area, as further provided in the land use policies of this Plan.

- c) The development and upgrading of the Queensway Corridor shall be undertaken in an orderly and controlled manner which does not prejudice the planned function of the Downtown Area, and in accordance with the provisions of this Plan. Expansion shall be subject to the policies of Sections 4.9.2 (Shopping Centre Commercial Designation – Land Use Policies) and 4.10.2 (Commercial Designation – Land Use Policies) of this Plan.

3.5.2 Port Dover Urban Area

3.5.2.1 Introduction

Port Dover is the second largest Urban Area in the County. The County will support and promote the continued development of Port Dover as a significant urban waterfront community and tourism node in the County. The County will support and promote Port Dover as a sustainable waterfront urban community focussed on port and lake-based activities, and containing an efficient pattern of development. The policies of the Plan, however, recognize the inherent flooding hazards in the Port Dover Urban Area as a result of proximity to Lake Erie and the Lynn River.

3.5.2.2 Port Dover Waterfront Special Policy Area

The policies of this Section shall apply to the Port Dover Waterfront Area, as illustrated on Schedule “B”. The Port Dover Waterfront Area is an important tourism and economic resource. Its historic role as a tourist destination and a commercial fishing port remains important to the success of the Urban Area. Some uses are nearing obsolescence, and are ready for redevelopment.

The Port Dover Waterfront Area has the opportunity to continue to fulfill its multiple roles as a tourist attraction, a working commercial port, an international gateway and a recreational and cultural resource for the County. The policies of this Plan, the LSPA Secondary Plan, LSPA Community Design Guidelines and the Urban Design Guidelines prepared for the Port Dover Waterfront will enable the County to review development applications in the context of a comprehensive strategy for growth and development.

It is the intent of this Plan that the Port Dover Waterfront Area remain a unique area, that supports tourism, the commercial fishery and provides recreational, commercial and cultural opportunities for residents. To achieve this, the policies of the Plan shall promote:

- A) public accessibility to the shorelines and to, from and within the Area through the possible establishment of a boardwalk and/or waterfront promenade;
- B) attractive and diverse public and private sector development that is compatible with the character and charm of the existing community; and
- C) the protection and enhancement of the Lynn River and Lake Erie shoreline.

The following policies are intended to complement the general development policies, and are more specific to the Port Dover Waterfront Area:

- a) The Port Dover Waterfront Area is intended to evolve over time as a mixed-use area.
- b) A Community Improvement Project Area may be designated and delineated to permit the development of a Community Improvement Plan in accordance with Section 9.5.2 (Community Improvement) of this Plan.
- c) The LSPA Community Design Guidelines provides general design guidelines related to the entire Urban Area of Port Dover, including the Port Dover Waterfront Area. Development within the Port Dover Waterfront Special Policy Area is also subject to the waterfront master plan and urban design guidelines outlined in the Port Dover Waterfront Master Plan and Secondary Plan (January, 2001). These guidelines are referenced within the LSPA Community Design Guidelines and must be read in conjunction with the LSPA Community Design Guidelines. The County will review and evaluate development proposals, with regard to the LSPA Community Design Guidelines. The design guidelines will be implemented through the Zoning By-law, site plan control and development agreements. General design policies applied to all development in all land use designations within the Port Dover Waterfront Area include:
 - i) buildings should be designed to front adjacent streets and to provide interest and comfort at ground level for pedestrians. In instances where corner lots or through lots are provided, buildings shall be designed so that all elevations facing a street present a 'front' elevation. The Zoning By-law will establish appropriate setbacks, or build-to lines for development;
 - ii) parking lots should be carefully designed and buffered from adjacent pedestrian routes and roads through landscaping;
 - iii) streets should be designed to accommodate cars and service vehicles;
 - iv) streets and sidewalks shall create a pedestrian environment through defined standards for landscaped areas, paving, street trees, and other appropriate street furniture, and shall form a connected system of optional routes to, from and within the area;

- v) parks and open spaces should be distributed throughout the Port Dover Waterfront Area, and these facilities should be linked together and connected with the broader County network of natural and open space areas; and
 - vi) the development of a trail system to link open space, natural areas and park areas within and adjacent to areas of development shall be encouraged throughout the Port Dover Waterfront Area.
- d) The County shall encourage and facilitate partnership arrangements, joint ventures, and facility sharing with the Marina Board of Management, the Harbour Authority, Provincial agencies, school boards, other institutions and community groups to expand the supply of parks, open space and parking facilities.
- e) Where development is proposed, the provision of public access to the river's edge or the lakeshore shall be pursued through required parkland dedications, gifts, bequests, purchases from funds allocated through the cash-in-lieu of parkland provisions or other appropriate sources, land exchanges and/or negotiated through the development approval processes. The County may pursue the acquisition of waterfront property and public access to the waterfront in appropriate locations throughout the Port Dover Waterfront Area, particularly to ensure preservation of the beach.
- f) The policies of Section 3.8.1 (Lakeshore Special Policy Area) shall also apply, as appropriate.

3.5.2.3 Silver Lake Special Policy Area

The area along the west side of Silver Lake extending north from the vicinity of Chapman and Patterson Streets to the rear of lots fronting on Queen Street, as delineated on Schedule "B" is the Silver Lake Special Policy Area, an area in transition which has traditionally included certain industrial and open space uses. There is the potential to create a specific linkage between the Downtown Area of Port Dover with the open space areas and access to the Lynn Valley Trail. As such, it is the policy of this Plan to encourage a transition to open space and recreational uses for this area.

The following shall be the policy of the County:

- a) Notwithstanding the underlying land use designations, permitted uses in the Silver Lake Special Policy Area delineated on Schedule "B" shall be limited to:
 - i) passive and active open space and recreational uses;
 - ii) public and/or private commercial recreational facilities;
 - iii) small scale commercial uses;
 - iv) limited residential uses, such as senior housing complexes, lifestyle communities, and residential care facilities; and

- v) institutional uses.
- b) The County shall use site plan control, in accordance with the policies of Section 9.6.5 (Site Plan Control) to ensure that new development and redevelopment, including redevelopment of and conversion of existing buildings, is compatible with the intended character of the areas and the natural environment, and the adjacent residential areas.
- c) The policies of Section 3.8.1 (Lakeshore Special Policy Area) shall also apply, as appropriate.

3.5.2.4 Lynn River/Black Creek Special Policy Area

The area delineated as the Lynn River/Black Creek Special Policy Area on Schedule "B" includes land north of Highway No. 6 bordering on both sides of the Lynn River and Black Creek. Traditionally, marine industries have established within this area. The marine industry is still an important component of the local economy and the Lynn River acts as the main artery for marine traffic to this area. With the increase in tourism, which is becoming more important to the economic health of the County, this area has the potential to support a variety of interests relating to tourism, recreation and innovative residential development, while at the same time recognizing that the established marine industries will remain.

New uses may be established provided they are in suitable locations where land use conflicts can be minimized and adequate access and parking can be provided. The intent of this Plan is to create a continuous link for commercial and tourism related uses between the Downtown Area and the waterfront through the Black Creek Area and back to the Downtown Area through a connection along Market Street, Chapman Street and Powell Park. The Black Creek Special Policy Area is considered to be in transition and none of the changes in land use are expected to occur immediately. The principal method of redevelopment will be through applications to amend the Zoning By-law. In the consideration of any such application, effort shall be made to eliminate or minimize potential land use conflicts.

The following shall be the policy of the County:

- a) In addition to the land uses permitted in the underlying land use designation, the following uses shall be permitted within the Black Creek Special Policy Area:
 - i) marine industrial uses;
 - ii) commercial and recreational uses catering specifically to boaters;
 - iii) retail commercial uses catering specifically to tourism and marine recreational activities;
 - iv) commercial accommodation including motels and bed and breakfast establishments;
 - v) restaurants; and

- vi) residential uses that exhibit the following characteristics:
 - architecture and detailing in built form and urban design that reflects a nautical or marine theme; and
 - an orientation to the waterfront, taking advantage of the views and vistas.
- b) In the consideration of any application to amend the Zoning By-law proposing to establish a commercial or residential use, the following shall be addressed:
 - i) the compatibility of the proposed use with adjacent and neighbourhood land uses, particularly existing marine industrial uses;
 - ii) the need for special building design, setbacks, buffering and landscaping to enhance compatibility with adjacent uses;
 - iii) adequate access to the property particularly regarding emergency vehicles; and
 - iv) the provision of adequate parking and loading facilities.
- c) The County shall use site plan control, in accordance with the policies of the Section 9.6.5 (Site Plan Control), to ensure that new development and redevelopment, is compatible with the intended character and the natural environment, and creates a highly aesthetic and unique mixed use area.
- d) The policies of Section 3.8.1 (Lakeshore Special Policy Area) shall also apply, as appropriate.

3.5.3 Delhi Urban Area

The County will support and promote the continued development of Delhi as the third largest Urban Area in the County. The Delhi Urban Area is recognized as an important urban community, and cultural and agricultural support centre in the County.

The following shall be the policy of the County:

- a) The County shall support the development of a full range of housing types in the Delhi Urban Area, including affordable and special needs housing.
- b) Business opportunities shall be supported at appropriate locations to provide employment and services to residents, visitors and businesses, particularly agricultural operations.
- c) A concentration of community services for the County, including social, cultural, entertainment, health, educational and other supporting facilities shall be promoted within the Delhi Urban Area.

- d) An open space and recreational network that is integrated with open spaces throughout the County, and provides appropriate urban, natural and active areas shall be promoted within the Delhi Urban Area.
- e) The County may undertake a Community Improvement Plan in accordance with Section 9.5.2 (Community Improvement) of this Plan that may include the Delhi Downtown Area as a focus, and address the recommendations of the Delhi Innovation Team.
- f) It is recognized that the railway terminus of the only remaining rail line in the County represents an important economic attribute of the Delhi Urban Area. The County shall support and promote the continuance of the Trillium Railway terminus in the Delhi Urban Area.
- g) The County shall promote the Delhi Urban Area as the focus of the area's agricultural heritage and as a focal point for the tobacco heritage theme. The County shall promote the continued focus by supporting museums, interpretive centres, thematic signage and other measures that recognize the unique economic history and character of the area.

3.5.4 Waterford Urban Area

The County will support and promote the continued development of Waterford as an important urban community and agricultural support centre in the County.

The following shall be the policy of the County:

- a) Waterford is the closest Urban Area to Highway No. 403. The County shall encourage employment growth and development in the Urban Area.
- b) Many of the historic residences in the Waterford Urban Area are generally of heritage significance. The County will encourage the maintenance, rehabilitation, and adaptive reuse of the historic residences.
- c) A number of trail linkage opportunities exist in the Waterford Urban Area due to the presence of abandoned rail corridors and other linear open space features. The County will encourage the development of trails integrating Waterford with other areas of the County.

3.5.4.1 Waterford Mill Pond Special Policy Area

The area delineated as Waterford Mill Pond Special Policy Area on Schedule "B" includes a variety of older industrial buildings previously interrelated with the adjoining east/west railway right-of-way, and which now offer redevelopment and revitalization opportunities. Several historical buildings including the restored railway station, and the Spruce Row Museum offer the potential for creating a focal point and theme for the southern shoreline of the Mill Pond Area.

Notwithstanding the underlying land use designation, the following shall be the policy of the County:

- a) A continuous pedestrian linkage shall be maintained between St. James Street South and the Main Street right-of-way.

- b) Permitted uses shall be limited to the following:
 - i) small scale commercial uses related to boutique and craft type items;
 - ii) tourism related retail sales and services;
 - iii) small scale eating establishments;
 - iv) small scale institutional uses; and
 - v) tourist accommodation facilities such as bed and breakfast establishments; single detached residential uses; low density multiple residential uses, and museums.
- c) Provided that such uses maintain the historic character of the building and the area, west of St. James Street South and north of Alice Street, open space uses shall be permitted, with the exception of small scale tourism related and small scale institutional uses, which may occupy the restored historic train station.

3.5.5 Port Rowan Urban Area

The County will support and promote the continued development of Port Rowan as a significant urban waterfront community and tourism node in the County, providing a gateway to the Long Point area. The County will support and promote Port Rowan as a sustainable waterfront urban community focussed on port and lake-based activities, and containing an efficient pattern of development.

3.5.5.1 Port Rowan West Special Policy Area

The area delineated as the Port Rowan West Special Policy Area on Schedule “B” is a designated Urban Area node located on the west side of the Port Rowan Urban Area. The County supports the development of commercial and service related uses serving tourists and visitors at a level which will not detract from the Downtown Area of Port Rowan.

The following shall be the policy of the County:

- a) On lands delineated on Schedule “B” as having reference to 3.5.5.1 a), permitted uses include hotels/motels, restaurants, convenience store, craft or gift shops, antique shops, art galleries or museums, sale of marine related sports equipment, recreational, visitor information facilities, and entertainment uses.
- b) On lands delineated on Schedule “B” as having reference to 3.5.5.1 b), permitted uses include restaurant, craft and gift shops, beauty salon and tanning salon, antique shop, art gallery and museum, sale of marine related sports equipment, bakery, miniature golf and single detached dwelling house.

- c) On land delineated on Schedule “B” as having reference to 3.5.5.1 c), new development along the west side of Detrick Creek south of County Road 42 will be subject to a 0.3 metre conservation reserve to be deeded to the County to prevent direct access to Detrick Creek from the adjacent properties.
- d) The Port Rowan West Special Policy Area shall provide a unique gateway to the lakeshore and provides opportunity for the clustering of commercial and service related uses serving tourists and visitors to the lakeshore.
- e) The County will review and evaluate development proposals, with regard to the LSPA Community Design Guidelines, particularly with respect to the Port Rowan Main Port Town design guidelines and the Gateway design guidelines.”

3.5.6 Courtland Urban Area

Courtland is an Urban Area in the County and will accommodate a more limited range of uses and development, recognizing that Courtland is serviced by piped municipal water, but that sanitary services consist of private on-site disposal systems. There are, therefore, limitations on the amount, type, form and density of development that will be possible in the Courtland Urban Area. Due to its strategic location, however, Courtland will accommodate the important employment node in the western part of the County.

3.5.6.1 Courtland Industrial/Business Park Area

The land designated Industrial/Business Park, pursuant to the policies of Section 4.11 (Industrial/Business Park Designation – Land Use Policies), in the Courtland Urban Area represent an important focus for employment growth and development in the County. The focus of new industrial development in the northwestern part of the County shall be located in the vicinity of Highway No. 3 and County Road No. 13, as well as in Lot 26 along Highway No. 3. Due to the absence of municipal sanitary services in the Courtland Urban Area, industrial development shall generally be dry in nature and shall be serviced by an approved private wastewater treatment facility. Prior to the approval of new industrial uses, the proponent shall demonstrate that the proposed private wastewater treatment facility is appropriate over the long-term to service the use. Uses requiring municipal sanitary services shall be directed to Simcoe, Port Dover, Delhi or Waterford.

3.6 HAMLET AREAS

Hamlet Areas are rural settlements that are intended to function as small clusters providing limited commercial, institutional and recreational services to the surrounding agricultural community. The County will promote limited growth in Hamlet Areas and support their rural character and evolving role as service and

residential centres to the agricultural community in recognition of changing social and economic conditions. Such limited growth will be permitted provided that the growth is within the Hamlet Area boundary designated on Schedule “B” to this Plan, will not be detrimental to the rural character of the surrounding agricultural and/or resource area, will not have adverse environmental or human health consequences, and will not have a negative impact on the County’s financial sustainability. Growth in all of the Hamlets will be carefully monitored.

Hamlet Areas have been designated on the basis that they contain a minimum of 25 residential units or possess historical identity as a hamlet, with the entire built up area existing as a distinguishable cluster, with some form of commercial and public service available, as appropriate.

The following shall be the policy of the County:

- a) The designation of additional Hamlet Areas is not anticipated by this Plan and shall be strongly discouraged. The County shall evaluate proposals to amend this Plan to designate an additional Hamlet Area based on the following criteria:
 - i) a minimum of 25 residential units exist in a distinguishable cluster or built up area;
 - ii) the area possesses a historic identity as a hamlet;
 - iii) an adequate amount of potable water is available;
 - iv) a settlement servicing options assessment has been completed to the satisfaction of the County in consultation with the appropriate Conservation Authority and the Province, which includes a investigation of development on communal sewage and water systems;
 - v) a servicing feasibility study has been completed to the satisfaction of the County in accordance with the Ministry of the Environment guidelines and in consultation with the appropriate Conservation Authority, which demonstrates that the proposal’s impact on ground and surface water will be within acceptable limits;
 - vi) the area shall not be permitted in Provincially Significant Features, as described in Section 6.4.1 of this Plan;
 - vii) the area shall not be permitted in Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan;
 - viii) the area shall not be permitted on adjacent land to Provincially Significant Features or Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless the ecological function of the adjacent land has been evaluated and it has been

demonstrated that there will be no negative impacts on the features or on their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan;

- ix) the area is not within the Hazard Land Designation;
 - x) the area is not located within and will not have a negative impact on an Aggregate Resource Area identified on Schedule “C” to this Plan;
 - xi) the area does not conflict with the Province’s Minimum Distance Separation Formulae;
 - xii) the area is located on lower priority agricultural land;
 - xiii) the area is located at or near the intersection of paved County roads;
 - xiv) some form of commercial and public service is available;
 - xv) potential negative impacts on cultural heritage resources are addressed where necessary; and
 - xvi) it has been demonstrated that there is a need for an additional Hamlet Area in the context of the supply of designated and available land to accommodate proposed growth in the County.
- b) Designation of a Hamlet Area does not mean that the Hamlet Area is suitable for further development. The following criteria shall be addressed in the review of development applications within designated Hamlet Area boundaries:
- i) availability of potable water;
 - ii) a servicing feasibility study has been completed in accordance with the Ministry of the Environment guidelines which demonstrates that the proposal’s impact on ground and surface water will be within acceptable limits;
 - iii) the proposed servicing should be appropriate for the proposed densities and land uses;
 - iv) the pattern of new development should be a logical extension of the existing built-up area;
 - v) the available community facilities, such as community centres, schools, convenience commercial, recreation or cultural facilities can accommodate the proposed development;
 - vi) the area of the proposed development shall not be permitted in Provincially Significant Features, as described in Section 6.4.1 of this Plan;
 - vii) the area of the proposed development shall not be located within Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless it has been demonstrated that there

- will be no negative impacts on the natural features or their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan;
- viii) the area of the proposed development shall not be located on land adjacent to Provincially Significant Features or Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless the ecological function of the adjacent land has been evaluated and it has been demonstrated that there will be no negative impacts on the features or on their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan;
 - ix) the area of the proposed development shall not be located within, and will not have a negative impact on, an Aggregate Resource Area identified on Schedule “C” to this Plan;
 - x) the proposed development complies with the Province’s Minimum Distance Separation Formulae;
 - xi) the proposed development will not have an impact on Provincially Significant Features, Natural Heritage Features, Hazard Lands and Aggregate Resource Areas; and
 - xii) the proposed development is compatible with existing development.
- c) If permitted, additional residential development within a Hamlet Area shall occur through infilling or in-depth development. Provision shall be made at appropriate locations to permit access from the main road to an additional tier of lots behind the existing development. The County shall strongly discourage strip development along roads.
- d) The County shall monitor and review the Hamlet Areas on an on-going basis to ensure that they are appropriately managed and the policies of this Plan are fulfilled. When required, a comprehensive review of Hamlet Area boundaries shall be completed, and undertaken in accordance with Section 9.3 (Official Plan Monitoring and Review). The County shall evaluate proposals to expand a Hamlet Area boundary based on the following criteria:
- i) no new municipal water and sewage systems will be required for development. The long-term suitability of the area for individual on-site sewage disposal and water supply systems must be demonstrated through a servicing feasibility study completed in accordance with MOE guidelines and approved by the County, in consultation with the Conservation Authority;
 - ii) the population of the Hamlet Area will not exceed 600 people and is in keeping with the size and character of the particular Hamlet Area;
 - iii) it has been demonstrated that there is a need for the amount of land included in the proposed expansion in the context of the

- supply of designated and available land to accommodate proposed growth in the County;
- iv) the expansion is a logical extension of the Hamlet Area and is compatible with existing development;
 - v) prime agricultural land will be preserved unless no reasonable alternatives exist;
 - vi) the expansion complies with the Province's Minimum Distance Separation Formulae;
 - vii) Provincially Significant Features, Natural Heritage Features, Hazard Lands and Aggregate Resource Areas are avoided;
 - viii) potential impacts on cultural heritage resources are assessed and addressed; and
 - ix) the requirements of Section 9.6.1 (Official Plan Amendments) are satisfied.

3.7 AGRICULTURAL AREA

Land within the Agricultural Area identified on Schedule "A" accommodates numerous rural resource activities, including agriculture, aggregate resource extraction, resource-based and lifestyle uses, and related and compatible uses. The Agricultural Area generally includes all land outside of the Urban Areas and Hamlet Areas, with the Lakeshore being subject to a Special Policy Area. The Agricultural Area also includes the Industrial Influence Area surrounding the heavy industrial operations in Haldimand County.

3.7.1 Prime Agricultural Land

One of the primary components of the County's economy and heritage is the extensive area of productive agricultural land, which covers most of the County. The County will preserve and foster, as one of its primary objectives, a thriving agricultural industry and the associated rural lifestyle. The land base dedicated to agricultural production must, therefore, be protected and the use of the land must be predominantly agriculturally-oriented, with aggregate resource extraction as an important secondary component.

The main threat to the preservation of the rural character lies in the potential influx of large numbers of incompatible uses into the agricultural areas. Although a certain degree of rural non-farm growth provides benefits to the community, the extent of such development should be limited.

The agricultural land in the County is predominately Class 1 to 3, or prime agricultural land. These classifications of agricultural land are fundamentally important in considering possible future expansions of the Urban Areas and Hamlet Areas.

The following shall be the policy of the County:

- a) The County is committed to the protection of prime agricultural land. The County recognizes, however, that where growth and development occur, it is likely that land with significant agricultural productivity will need to be utilized. Priority shall be given to less productive agricultural land for non-agricultural development, where it is feasible and practical to do so.
- b) Unless otherwise designated, use of prime agricultural land shall be subject to the policies of Section 4.2 (Agricultural Designation) of this Plan. New non-agriculturally related uses on prime agricultural land shall not be permitted, unless otherwise specifically permitted by this Plan.
- c) New lots shall only be permitted in accordance with the agricultural consent and consolidation policies of Section 4.2.3 (Lot Creation and Lot Adjustment Policies).
- d) The County shall identify specialty crop areas in accordance with the evaluation procedures established by the Province, as amended from time to time. By way of amendment to this Plan, appropriate policies related to specialty crop areas shall be added to this Plan. Specialty crop areas shall also be identified on a schedule to this Plan.
- e) On land within the Agricultural Designation, for any proposals or applications to permit an Urban Area expansion or a use not currently permitted in the Agricultural Designation, it shall be demonstrated that the land subject to the proposal or application does not comprise a specialty crop area.

3.7.2 Industrial Influence Area

The Lake Erie Industrial Park is located on land immediately adjacent to the eastern boundary of the County, in Haldimand County. Within the Lake Erie Industrial Park provision has been made for heavy industrial uses which are not compatible with Urban Areas and certain sensitive land uses. Consequently, an Industrial Influence Area has been established around the Lake Erie Industrial Park to protect industrial uses from certain new incompatible land uses which would detract from their ability to operate effectively. The Industrial Influence Area covers part of the southeastern Agricultural Area within the County. In cooperation with Haldimand County, the County shall maintain the Industrial Influence Area over a portion of the Agricultural Area of the County but will not preclude a use permitted in the Agricultural Designation.

The following shall be the policy of the County:

- a) In order to protect such industrial uses from incompatible land uses which would detract from their ability to operate effectively, development of uses other than those permitted in the Agricultural Designation, shall be in accordance with the Industrial Influence Area requirements.

- b) A 3 kilometre Industrial Influence Area is delineated on Schedule “A” around the exterior of the properties of the steel mill, oil refinery, thermo-electric generating station site for the purpose of restricting new land uses, other than those permitted in the Agricultural Designation, which are incompatible with heavy industrial operations in Haldimand County.
- c) Residential development within the Industrial Influence Area shall be limited to:
 - i) the creation of new residential lots in accordance with the policies of Section 4.2.3 (Agricultural Lot Creation and Lot Adjustment Policies); and
 - ii) a residence on a lot of record existing on October 23, 1980, provided that such lot has frontage and direct access to a permanently maintained public road and can meet the requirements for sewage disposal and water supply.
- d) Any change to the delineation of the Industrial Influence Area shall require an amendment to this Plan, which shall be supported by a land use compatibility study, and the requirements of Section 9.6.1 (Official Plan Amendments) of this Plan. The land use compatibility study shall be prepared in consultation with the Ministry of the Environment, and approved by the County.

3.7.3 Aggregate Resources

Associated with the Agricultural Area are the Aggregate Resource Areas identified on Schedule “C”, which represent potential opportunities for aggregate and related resource extraction, including the extraction of natural gas. Resource extraction is an important component of the County’s economic base, and shall be subject to the policies of Section 5.5 (Natural Resources).

3.7.4 Lifestyle Communities in the Agricultural Area

A lifestyle community in the Agricultural Area shall be defined as a development associated with a major recreational resource amenity, which is principally residential and recreational in nature. Typical features include, but are not necessarily limited to, smaller residences with extensive recreational and community amenities, and abundant open space.

The development of lifestyle communities shall generally not be permitted outside of the Urban Areas. On land in the Agricultural Area, as defined on Schedule “A”, which is not designated Agricultural, Provincially Significant Wetlands or Hazard Lands on Schedule “B”, a lifestyle community may be permitted subject to an amendment to this Plan, in accordance with the policies of Section 9.6.1 (Official Plan Amendments), and the following:

- a) the development shall be directly related to, or developed in conjunction with, a major recreational resource, such as a golf course, a lakefront park or other similar amenity;
- b) the development shall be adjacent to an Urban Area or Resort Area, as identified in this Plan;
- c) there is a demonstrated basis and need for the proposed use and a comprehensive review in accordance with the policies of the Provincial Policy Statement (PPS) has been undertaken;
- d) the development shall be located on land that consists of poorer quality soils, when possible;
- e) the development shall comply with the Minimum Distance Separation Formulae;
- f) the development shall be appropriately serviced by water and sewer systems in accordance with the policies of this Plan;
- g) the development shall be located on an arterial or collector road;
- h) the development shall be located and designed to minimize potential adverse impacts on adjacent uses by buffering measures such as landscaping, berming, and/or building setback and layout;
- i) any waterfront portion of the development shall include an appropriate trail system providing some form of public trail access to the water and connection to any broader trail systems, which shall be conveyed to the County at no cost;
- j) the development shall not be permitted in Provincially Significant Features, Hazard Lands, or any Aggregate Resource Areas identified on Schedules “B” or “C” to this Plan;
- k) the development shall not be permitted in Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan;
- l) the development shall not be permitted on adjacent land to Provincially Significant Features or Natural Heritage Features identified on Schedules “B” or “C” to this Plan, unless the ecological function of the adjacent land has been evaluated and it has been demonstrated that there will be no negative impacts on the features or on their ecological functions, in accordance with the policies of Section 6.4 (Natural Heritage Systems) of this Plan; and
- m) the development shall demonstrably not preclude any future use options or related matters to be considered through the development of

the Lakeshore Secondary Plan, as described in Section 3.8.1 a) (Lakeshore Special Policy Area) of this Plan.

3.8 THE LAKESHORE

Norfolk County's geographic location on the north shore of Lake Erie is one of the County's greatest physical assets. The County recognizes that the lakeshore is an invaluable resource. The County lakeshore, a significant component of "Ontario's South Coast", provides excellent tourism and recreational opportunities. While the County is in favour of further tourism and recreational development, the development pressures along the lakeshore need to be carefully managed to protect the area's natural attributes, ecological significance and importance through its connectivity to the natural features of the County, which form the basis for much of the interest in the area. Furthermore, there is a similar need to protect human health and safety from the natural hazards and potential human made hazards associated with concentrations of development on private services.

The Long Point-Turkey Point wetland complex and associated land have world recognition by the United Nations Educational, Scientific and Cultural Organization (UNESCO) as the Long Point Biosphere Reserve. The Long Point Biosphere Reserve, as designated under the auspices of MAB (Man and Biosphere) Canada, provides a model of sustainability, balancing economic and social considerations with the truly unique features of ecological and natural heritage importance.

There are also major concentrations of vacation homes along the lakeshore within the County. These include Avalon, Booth's Harbour, Fisher's Glen, Long Point, Normandale and Turkey Point, which are illustrated as Resort Areas on Schedule "A". The Resort Areas, while not designated settlement areas, are recognized as existing concentrations of vacation homes and related development. While vacation home development is permissible in some areas, the conversion of vacation homes to residential dwellings occupied permanently on a year-round basis is not permitted.

The following shall be the policy of the County:

- a) The County shall ensure the conservation and enhancement of Provincially Significant Features and Natural Heritage Features along the lakeshore. Conservation and enhancement of these features shall be achieved through a number of measures, including, but not necessarily limited to:
 - i) the natural heritage policies of Section 6 (Sustainable Natural Heritage) of this Plan;
 - ii) the acquisition of Natural Heritage Features through the development approvals process;
 - iii) bringing Natural Heritage Features and associated land into public ownership in keeping with the policies of Section 6.4 (Natural Heritage Systems) of this Plan; and

- iv) negotiating conservation easements.

Nothing in this Plan shall be construed as compelling the County to purchase any private land as a means to achieve these policies.

- b) The County will work to bring accessible land and trails along the lakeshore into public ownership for the use and enjoyment of County residents and visitors. Acquisition of the land adjacent to the lakeshore shall be achieved through a number of means including, but not limited to:

- i) the natural heritage policies of Section 6 (Sustainable Natural Heritage) of this Plan;
- ii) acquisition through the development approvals process;
- iii) bringing Natural Heritage Features and associated land into public ownership in keeping with the policies of Section 6.4 (Natural Heritage Systems) of this Plan; and
- iv) negotiating conservation easements.

Nothing in this Plan shall be construed as compelling the County to purchase any private land as a means to achieve these policies.

- c) Scenic roads, vistas, and cultural heritage landscapes along the lakeshore shall be identified and protected through the development approvals process.
- d) Outside of the Urban Areas and Hamlet Areas along the lakeshore, resort residential development in the form of vacation homes, and associated amenities, shall only be permitted in established Resort Areas, as identified on Schedule "A", in accordance with the policies of Section 4.6 (Resort Residential Designation). Residential development that forms a strip of development along the lakeshore shall generally not be permitted, and shall be subject to the consent policies of Sections 4.2.3 (Agricultural Lot Creation and Lot Adjustment Policies) and 9.6.3.2 (General Consent to Sever Land Policies)
- e) Vacation homes are the preferred type of residential dwelling in the Resort Areas identified on Schedule "A". The conversion of vacation homes to residential dwellings for permanent year-round use shall not be permitted outside of the Urban Areas in the Lakeshore Special Policy Area. In the Zoning By-law, the County shall zone vacation homes for seasonal use and not permanent year-round use. The County shall not grant building permits under the *Ontario Building Code Act* for the purposes of converting a vacation home to a residential dwelling for permanent year-round use.

3.8.1 Lakeshore Special Policy Area

The Lakeshore Special Policy Area (LSPA) is identified on Schedule “A” to this Plan. The Lakeshore Special Policy Area Secondary Plan included in Chapter 11 of Part II – The Secondary Plans complements the general policies and land use designations of Part I – The Primary Plan while providing more detailed planning strategies and land use guidance to address the special lakeshore attributes and the unique local land use arrangements to ensure the community, environmental and economic sustainability of the County’s lakeshore. The LSPA Secondary Plan must be read in conjunction with the policies of the Part I – The Primary Plan. Where a conflict arises between the Part I – The Primary Plan and the LSPA Secondary Plan, the policies of the LSPA Secondary Plan shall prevail.

3.8.2 Normandale Resort Area Special Policy Area

Land identified on Schedule “B” as the Normandale Resort Area Special Policy Area are identified as a Resort Area on Schedule “A”. Notwithstanding any policies of this Plan to the contrary, limited conversions of vacation homes to year-round residences and limited new residential development in the form of infilling may be permitted in the Normandale Resort Area. Proposals to convert a vacation home to a year-round residence or to develop a new year-round residence shall require an amendment to the Zoning By-law and shall be subject to the following criteria:

- a) The development shall satisfy the need to maintain public access and usage of the lakeshore.
- b) The subject lot shall have direct access to an open, improved and maintained public road.
- c) The consideration of the provision of services such as recreational facilities, schools and bussing, parks, garbage collection, medical, fire and police services.
- d) The soils and lot size shall be suitable to support an individual sewage disposal system, subject to the approval of the County. Holding tanks shall not be permitted.
- e) A year-round water supply that is of adequate quantity and quality shall be available.
- f) There shall be assurance that conversions and new development do not generate the need for municipal servicing and major infrastructure improvements.
- g) Flood proofing to the top of the ground floor of residences to a minimum of 176.5 metres above sea level shall be required.

3.8.3 Long Point and Turkey Point Resort Areas Safe Access

The Long Point and Turkey Point Resort Areas are existing resort communities that contain a number of both vacation homes and permanent residential dwellings. Both Resort Areas are served by limited road links, which could be compromised to the point of interrupting safe access to the entire communities during a severe storm event.

Due to the size of the existing communities and the very limited number of vacant lots of suitable size to accommodate new development, this Plan recognizes that very limited new development will occur and residential dwellings for permanent occupancy on lots within the Resort Residential Designation in the Long Point and Turkey Point Resort Areas shall not be permitted.

The County shall enact an emergency flood response plan in consultation with the Conservation Authority to address such matters as emergency warning, backup communications, and co-ordinating safe locations within the Resort Areas.

3.9 NORFOLK/TILLSONBURG FRINGE AREA

The northwestern corner of Norfolk County abuts the Town of Tillsonburg. The Town of Tillsonburg provides a broad range of services such as shopping and other urban facilities. Because of the interdependence of the Town and the adjacent fringe area within the County, it is deemed important that the development within these areas should include early consultation with neighbouring municipalities.

Past experience has demonstrated that the Councils of the two municipalities, as well as the County of Oxford, are able to develop mutually satisfactory planning objectives and effective policies. The County fully supports perpetuating this cooperative approach.