



BACKGROUND REPORT

Planned Bayfield

Bayfield Secondary Plan | 2022

Municipality of
Bluewater





planned **BAYFIELD**

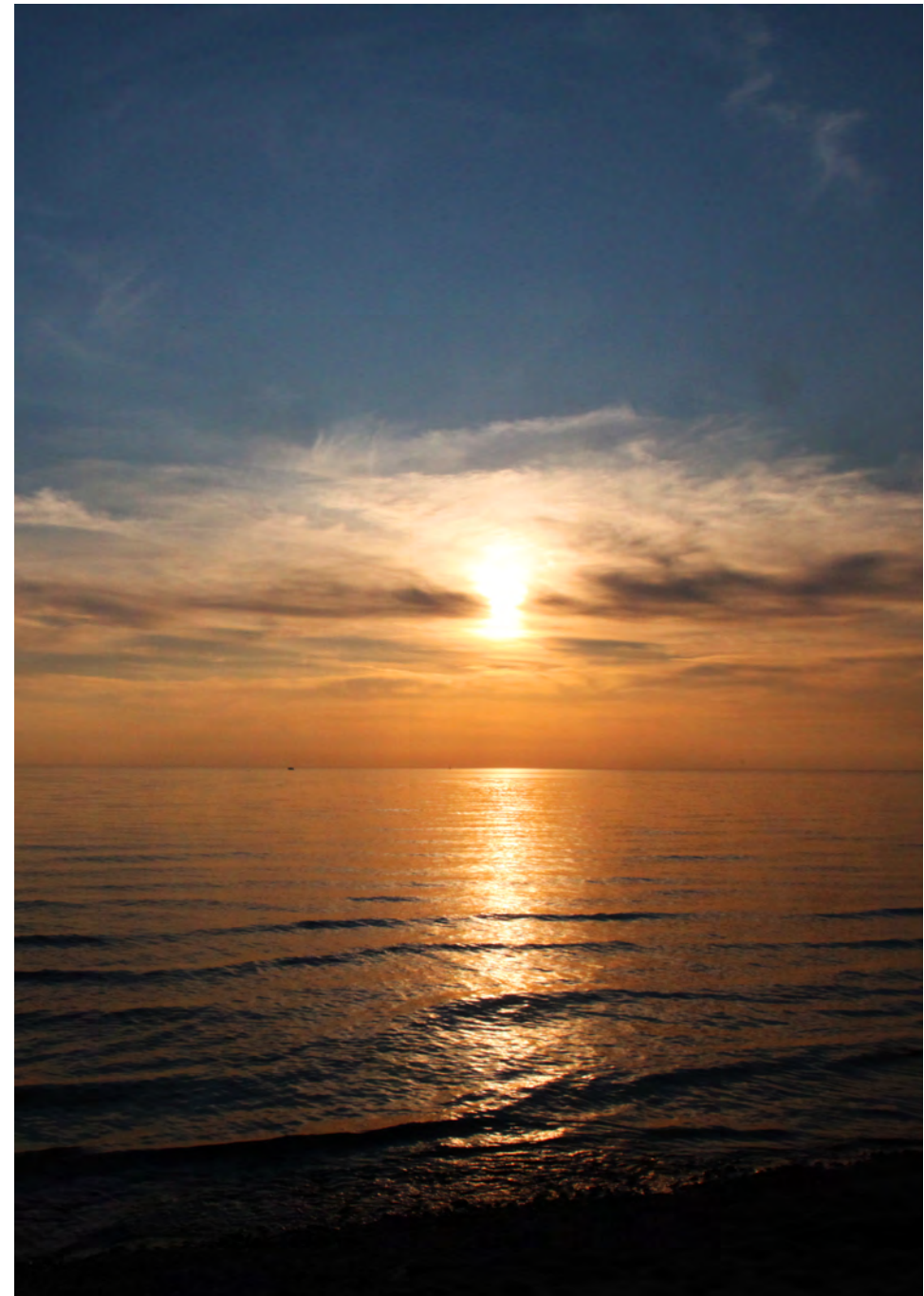
This document was written with the input of a Citizen Advisory Committee, the Huron County Planning & Development Department, MHBC Planning Urban Design and Allan Avis Architects Inc.

County of Huron Land Acknowledgement

As Bayfield is located in Huron County, it is in the traditional territory of the Anishinaabe, Haudenosaunee and Neutral peoples and is connected to the Dish with One Spoon wampum, under which multiple nations agreed to care for the land and its resources by the Great Lakes in peace.

We acknowledge the Upper Canada Treaties signed in regards to this land, which include Treaty #29 and Treaty #45 ½.

We recognize First Peoples' continued stewardship of the land and water as well as the historical and ongoing injustices they face in Canada. We accept responsibility as a public institution and as treaty people to renew relationships with First Nation, Métis, and Inuit people through reconciliation, community service, and respect.



"Bayfield is not so much a place,
as it is a feeling".

Dr. John Hunter

As quoted in 'For the Love of Bayfield by D. Gillians, Bayfield Historical Society, 2012'.

1.3 Secondary Plan Process

The development of the Secondary Plan was guided by a Citizen Advisory Committee. The Committee completed a visioning exercise and met six times to provide insight, review concepts and provide input on several issues identified by planning staff. The Committee was selected based on an open application process at the beginning of the project and included representation from Bluewater Council, Chamber of Commerce, and members of various interest and service groups within the community.

The Citizen Advisory Committee members are:

Chair: Councilor Bill Whetstone, Bayfield Ward

Vice Chair: Leanne Kavanaugh

Abby Armstrong

Elaine Coombs

Gary Davidson

Dave Gillians

Jeff Graham

Jean Anne Hamilton

Councilor George Irvin

Roger Lewington

Kim Loebach

Dave McLaren

Andre Mech

John Van Ogtrop

Gayle Waters

The development of the Plan was impacted by the public health protocol response to the Covid-19 pandemic. Urban design and architectural input was provided by MHBC Planning & Allan Avis Architects.

Input from the public was solicited exclusively online in an initial 'visioning' exercise from which a series of 'Early Ideas' were developed and vetted by the Citizen Advisory Committee. A second survey accompanied a video of the 'Early Ideas' and further input to refine the various concepts was received, considered and integrated into the first draft of the report.

Site investigations were completed in all four seasons to investigate:

- The character of various residential streetscapes;
- The locations of desire paths;
- The condition of existing trails and linkages;
- The utilization of the harbour area; and
- Potential opportunities provided by the natural areas within the Village.

The first draft was presented to the community in September of 2022 and public feedback was received through a series of public open houses, an online platform and an in-person community meeting.

Forward

Bayfield, Ontario. Nestled on the hill above where the River meets the Lake, is a community which can best be described as ‘untamed’: the tiger lilies growing out of the roadside ditches, the trees towering over Main Street, and the passion of the people who live and have lived in this beautiful place.

Where else would you find a community whose annual traditions include gathering and stacking every picnic table, sign and planter in an unengineered mountain on the Village Square? A community who was the first in North America to be recognized as a plastic-free community. And one of the first to act to protect their treasured Main Street with a Heritage Conservation District Plan. Bayfield has not waited for issues to solve themselves but rather tackled them with a grassroots approach and community spirit. It is with that same spirit that residents championed the development of a Secondary Plan. A Plan which would help to navigate changes in an intentional manner which respects and protects the character of the Village while promoting sustainable development.

This Secondary Plan is to act as a tool for managing change – to ensure that development meets the vision, goals and objectives of the community. To achieve this, the Plan must be actionable with the concepts woven into both the planning framework and the day to day operations of the municipality.

The Secondary Plan combines a traditional land use approach with urban design guidelines, creating a framework for guiding change that ranges from options to requirements. Care has been taken to strike a thoughtful balance between ensuring that new development will meet the community’s expectations in terms of use and aesthetic but also to avoid strict approaches which would hamper the unique variety the Village is known for; as one resident put it “Don’t zone the whimsy out of Bayfield”.

Many of the concepts discussed in the Secondary Plan will not be fully realized for years to come. Future amendments to the Plan will be required to reflect and respond to change in the community. In the meantime, the Plan provides strong, actionable direction to guide development.

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1.2 Purpose of the Plan

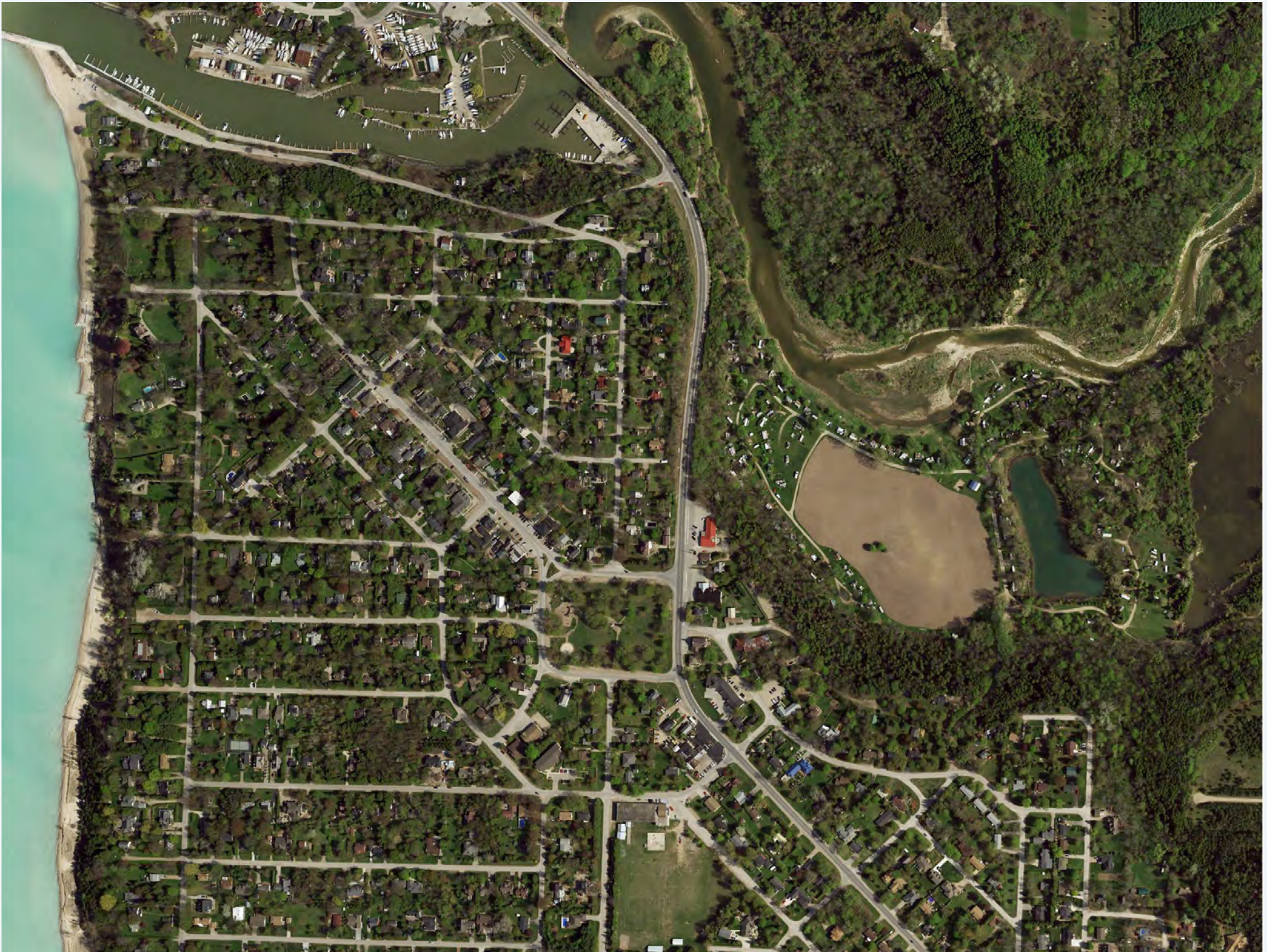
During the 2016-2018 Five Year Review of the Bluewater Official Plan, residents expressed increased interest in employing a more detailed approach to urban design within Bayfield as well as the protection of cultural and natural heritage features. With Bayfield's growth potential and community interest, a Secondary Plan presented an opportunity to create tailored policies to inform future development applications, such as subdivision approvals and site plans, in way that are in keeping with the interests and long term vision of the community.

A Secondary Plan is a land use planning tool which identifies the context, key characteristics, and distinct identity of the study area and responds with specific policies to guide future growth and development. The purpose of the Secondary Plan is to outline and codify a framework to guide future change in the Village such that the heritage character is respected while allowing for the integration of the new development which serves the needs of existing and future residents.

This Plan provides long range policy direction for:

- Land use;
- Protection of natural heritage;
- Parks and open spaces;
- Coordination of infrastructure and transportation improvements, with a specific focus on active transportation;
- Urban design for public and private spaces.

The incorporation of the Plan into the Bluewater Official Plan, Zoning Bylaw, and other municipal tools such as Site Plan Control, will allow for the policies in the Secondary Plan to shape future development. There have been limited development approvals in recent years due to the fact that the Bayfield Wastewater Treatment Plant has no reserve capacity. It is anticipated that when additional capacity becomes available, Bayfield may experience a significant increase in development applications and the Secondary Plan will position the community to manage change so it remains in keeping with the character of the Village.



2.0 Vision and Guiding Principles

Guiding Principles of the Plan

The principles guiding the development of the Secondary Plan are as follows:

- Sustainability (environmental, economic and social)
 - Community Well Being
 - Vibrant Local Economy
 - Conservation of Natural Environment, and Protection of Lake Huron and the Bayfield River
- Actionable policy development
- Bold leadership;
- Protect the authentic identity of the community and respect the built and cultural heritage features;
- Promote design which fosters vibrant public spaces through built form, green spaces and active transportation;
- Integrate climate resilience; and
- Create a complete community.



2.1 Planning and Policy Context

Bayfield is a community within the Municipality of Bluewater, one of nine local municipalities within the County of Huron. The Municipality of Bluewater has a population of approximately 8,000 and is located along the shores of Lake Huron. Bayfield is located at the north-western edge of Bluewater, bordered by both the Lake as well as the Bayfield River.

Planning direction for the area can be found within both the County of Huron and Bluewater Official Plans. The Bluewater Official Plan contains several policy directions which are specific to Bayfield but also many general policies which apply to all settlement areas in the municipality. The lack of specificity in some policy directions has led to development which has been less compatible with Bayfield's context and thus, supports the need for a Secondary Plan.

The other main planning tool is the Heritage Conservation District Plan (1984). Written as one of the first District Plans in the Province, the Plan provides direction for the built form and the 'spaces between' along Clan Gregor Square and Main Street North. An update to

Image: Bayfield's Rain Gardens are an example of sustainability.

the Heritage Conservation District Plan and Guidelines is recommended to reflect the changes in the District over the past forty years and also to achieve compliance with the Ontario Heritage Act.

The Village has grown, slowly but steadily and in recent years, the conversion of seasonal properties to year round use has had an impact on the permanent population. Population comparisons are difficult as census boundaries changed many times throughout the years. In 1851, the Village had a population of 125. By 1875, the population had more than quadrupled to 840 residents. Over 120 years later, in 1996, the population was 833, and as 2021, it was 1394.

Appendix 2 discusses current population and projected dwelling and population growth within the context of the planned Phase 1 Expansion to the Bayfield Wastewater Treatment Plant.

Image: 1955 Aerial Photograph of Bayfield



2.2 History

Bayfield was the second community set out in the Huron Tract, following the Town of Goderich. Baron van Tuyll van Seooskereken of the Netherlands (who also went by de Tuyll) purchased lands from the Canada Company and hired Captain, later Admiral, Bayfield to select a site. It was Bayfield who recommended the mouth of the river that was named after himself and would become the namesake of the Village as well. In 1832, the town plot of Bayfield was surveyed in a radial design with a town quad or market square, similar in many ways to John Galt's Plan for the Town of Goderich. The first building was erected in 1833 on the present day site of Pioneer Park: the log cabin was known as Riley's Boarding House and housed men employed in clearing the land.

In 1838, the road from Egmondville to Bayfield was built. Known today as Mill Road (or County Road No. 3, this road continues to serve as the main gateway to Bayfield from the east. At the same time, a grist and saw mill were built on the north shore of the river and the harbour began to see the exporting of grain from area farms. By 1856, 100,000 bushels of grain were shipped through the Bayfield harbour (Huron Historic Notes, Volume XLIV, page 6).

Other businesses flourished in Bayfield by the mid-1850s; in 1851 it was reported in the WH Smith Canadian Gazetteer that Bayfield had a Division Court Judge and Clerk, Church of England, distillery, grist mill, several innkeepers, general store and post office, carpenters, cabinetmaker, shoemakers, blacksmiths and wagon makers (Huron Historic Notes, Volume XLIV, page 13).

During the railway development in the 1870s, Bayfield was not a destination; this limited the use of the harbour for grain exports and fishing became the chief industry.

By 1876, the Village of Bayfield was incorporated. At the heart of village life was, as it remains today, Clan Gregor Square; hosting celebrations, recreational competitions, fall fairs, picnics and other community events. Over the years, the Square became surrounded by residences, cottages, a mill, a school and in 1920, the relocated Town Hall which continues to preside over the Square today.

The design of Bayfield's Main Street is one of stark contrast to other towns and villages in Huron County – rather than a continuous built form of commercial buildings, Bayfield's Main Street is a collection of individual buildings, many of which were originally residences, on separate lots with spaces in between. The stories associated with the various buildings are well documented by the Bayfield Historical Society and

reinforce the unique cultural heritage of this space.

In the 1930s, King’s Highway 21 was extended from Thedford to Owen Sound, following Main Street South and a portion of the original Hill Terrace through Bayfield. The highway frontage was already established as a residential area north of Cameron and while commercial uses have spilled onto a portion of Main Street South, the majority of this stretch remains residential.

The population of permanent residents remained static for many years, but Bayfield became a popular summer destination for Americans and other urban dwellers. By 1955, cottages dotted nearly the entire lakeshore of present day Tuyll Street and the residential neighbourhoods of the Village had extended to Dow Street on the west side and Elizabeth on the east. Farms comprised the balance of the lands with orchards and pastures integrated within the village fabric. By 1978, residential development had reached Cameron Street and even further south in a few pockets, with development stretching east down Mill Road; aerial imagery of the Village at this time reveals expansive natural cover – much of which remains today.

Municipal infrastructure, in the form of water and sanitary sewers, came to Bayfield in the late 1990s, replacing private wells and septic systems. In 2001, the Village amalgamated with Stanley and Hay Townships and the

Villages of Hensall and Zurich to form the Municipality of Bluewater. Recent years have seen commercial developments along the Highway 21 corridor at the south end of the Village and new residential areas have developed south of Cameron Street, east of Tuyll.

Sources: ‘Stanley History 1836-1986’, ‘Huron Historical Notes, Village of Bayfield’, 1879 Illustrated Historical Atlas of the County of Huron’

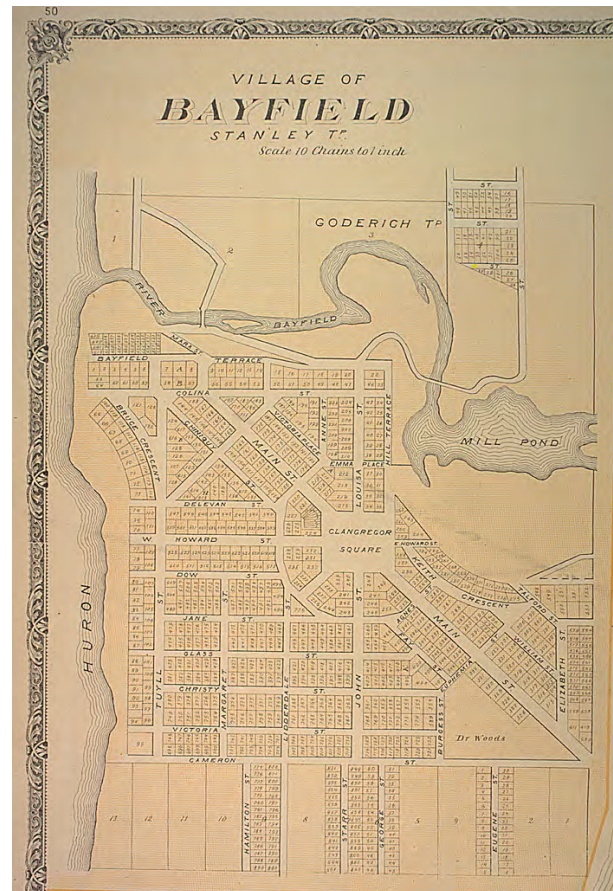


Image:
1879 Map of
Bayfield from
County of Huron
Atlas



Image: Victoria Street connection between Blair & John Streets

Commercial

Clan Gregor Square and Main Street North form the heart of Bayfield: as the commercial, civic and social centre of the Village, this space is vitally important. The commercial streetscape has little to no vacancy. This is a good problem to have and any expanded options for new commercial businesses should be intentional not to compete with the core area. There have been recent commercial developments along the Hwy 21 corridor, which lack any active transportation connection. More prescriptive design direction is needed to guide future commercial development in this area.

Due to the lack of expansion options in the Downtown, a mixed use area which could accommodate commercial, community facility and higher density residential uses is envisioned. This area could accommodate larger offices, medium size retail, medical services, restaurants, gas stations, etc but big box type commercial uses should be discouraged.

Residential

There are competing views on the appropriateness of architectural controls in residential areas with some feeling as though more design direction is needed and others prefer a more 'laissez faire' approach. While cottage rentals have been part of Village life for much of Bayfield's history, the increased prevalence of short term rentals have become a point of contention. There is recognition that a wider range of dwelling types would accommodate an aging population and yet there is concern that increased density and diversity in the housing stock would change the feel of the Village.

Parkland

There is a significant amount of community owned and operated parkland, including 'unopened road allowances' which act as informal linear parks and green corridors within the Village. There is also strong interest in a dog park. Opportunity for new passive, lakeside park spaces in underutilized road allowances has been identified.

Community Facility

Desire for multi-use space which lends itself to community events, indoor recreation classes, early education programming for children and adult day centre programming.

Harbour

Community interested in protecting, preserving and promoting the use of existing buildings on North Shore, particularly those which are representative of Bayfield's marine heritage. Further marine heritage interpretation, similar to new installation outside of Bayfield Library, are strongly supported. There is strong interest in whether South Harbour Marina will be re-established once the bridge construction is complete.

Natural Environment

The existing natural areas are not recognized within the Land Use Plan. Residents recognize the value of natural spaces including: visual appeal, outdoor recreation, improve overall health and well being, heat dissipation, air purification, wildlife habitat, water recharge, reduce noise pollution, and enhance biodiversity. There is a desire to strengthen resiliency to climate change within new development.



Image: Bayfield Town Hall



3.0 Land Use Direction

3.1 Commercial

Commercial land use within the study area is found along Bayfield Main Street North, Bayfield Main Street South, Bluewater Highway, and surrounding Clan Gregor Square. Bayfield Main Street North has the longest strip of commercial uses that are focused on services, boutiques, specialty retail stores, and restaurants. On the same street, there is the Bayfield Public Library and Marten Arts Gallery among other commercial spaces. According to the local listings and Chamber updates, there are no vacancies of commercial space within Main Street at this time. While businesses located on Main Street are predominantly local, franchise restaurants such as Subway and Tim Hortons are found in the more recent commercial areas along Hwy 21.

Bayfield has maintained day-to-day liveability of Village life by attracting and retaining core services for residents such as a grocery store, pharmacy, veterinary clinic, automobile garage, etc. These core services reinforce the authenticity of the village and allow residents to live year round as well as support the strong tourism industry.

The historic fabric of the Bayfield is defined as much by the built form as it is by the spaces between. Bayfield is unique geographically in that it is the only 'Main Street'

in Huron County which does not feature a nineteenth century Victorian streetscape of attached buildings; Bayfield's Main Street is a collection of individual buildings, separated by green space, an established tree canopy and a less hardened environment.

The Secondary Plan recommends a shift away from 'Highway Commercial' areas and the adoption of a multi-use approach within a Mixed Use Commercial designation. The purpose of this shift is to accommodate a broader range of uses including commercial, community facility and higher density residential

Definitions

Downtown: Includes Main Street North and the properties fronting onto Clan Gregor Square including those properties east of Highway 21. The Downtown also includes properties extending south on Main Street South (or Hwy 21).

Mixed Use Arterial: The existing Bluewater Official Plan includes a 'Highway Commercial' designation which has been applied to areas along the Hwy 21 corridor at the south end of Bayfield. This designation permits uses which cater to the travelling public (eg. restaurants, fuel stations, hotels, etc). The Mixed Use Arterial permits highway commercial type uses as well as community facilities and higher density residential.

Neighbourhood Commercial: Includes single commercial establishments or small scale grouped commercial settings within residential areas. Neighbourhood Commercial uses include small to medium size restaurants, coffee shops, general store types uses, personal service shops and other services oriented to permanent residents.

Goal

To protect the planned function of Main Street North as the commercial centre while creating opportunities for complementary commercial development, community facilities and higher density residential in other commercial nodes.

Policy Direction

Downtown

1. The Downtown will continue to be the centre of economic, social and cultural activity in Bayfield and the preferred location of new retail development.
2. The Heritage Conservation District Guidelines are considered the dominant planning tool for Main Street North and Clan Gregor Square and will be utilized by Planning and Municipal Staff in the consideration of development applications in or abutting the Heritage Conservation District.

It is critical that the Heritage Conservation District Guidelines be updated and until such time, that any major development proposed within the District submit

a Heritage Impact Assessment to ensure the integrity of the District remains intact.

3. Clan Gregor Square is ringed by landmark buildings, such as Town Hall (11 The Square) and the Stanbury House (13 The Square). New development around Clan Gregor Square shall be two stories in height and sympathetic in design to the heritage character of the area. No building shall be taller than the tower of Town Hall.
4. The Downtown has enjoyed a low vacancy rate in recent years. There is limited opportunity to expand the Downtown Core designation and thus, this area must be protected for core uses (retail, restaurants, small offices, service industries and accommodation). The decentralization of these uses from the Downtown will not be permitted unless otherwise contemplated in this plan.
5. Larger format retail (greater than 280 sq. m. or 3000 sq. ft) shall be directed to Mixed Use Commercial Area.
6. Large offices (greater than 280 sq. m. or 3000 sq. ft) are permitted around Clan Gregor Square but not on Main Street North.
7. Drive-throughs are prohibited from the Downtown.
8. The Downtown is the preferred location of community facilities. New and existing community facilities are permitted within the Downtown designation, and may convert to other uses such as commercial or residential without an amendment to the Plan or Zoning By-law.
9. Residential uses may be located above and behind non-residential uses fronting Main Street, and at

street level around Clan Gregor Square. The residential properties north of Catherine Street are to be maintained as residential; this section of Main Street acts as the transition from the bustle of Main Street before the calm of the green.

10. On-street parking will continue to provide a significant amount of the parking requirements in the Downtown. Off-street parking shall be prohibited from occupying any street frontage on Main Street or surrounding Clan Gregor Square, with the exception of those properties east of Highway 21, north of Howard Street. Where off-street parking abuts the street, a landscaped buffer will be required to create a sense of enclosure and enhance aesthetic appeal.
 - a) Additional parking is available in proximity to Agricultural Park. Parking available along Fry Street and the east side of John Street acts, informally, as seasonal overflow parking. Enhanced wayfinding could aid in the utilization of these parking areas during busy summer months and relieve some of the pressure caused by parking on residential streets.
11. Clan Gregor Square anchors the Downtown and shall remain a public park and place of assembly for civic, cultural and recreational activities. Limited use of the Square for commercial purposes (farmers market, special events, etc) will help to avoid compaction of the soil and long term maintenance issues.
12. Where large events are planned, the closure of parking spaces and Main Street should be encouraged rather than utilizing Clan Gregor Square.
13. Adaptive reuse of buildings is encouraged to preserve village history and identity. Historic buildings and sites, no longer in use, should be rehabilitated to serve new purposes.
14. Existing residences in the Core Commercial Area may be extended, enlarged or re-established subject to section 9.4. of the Bluewater Official Plan (Non-conforming uses).
15. Special Policy: Should the fire hall be relocated, this property should be considered for high density residential, either independent or with a community facility use.

Mixed Use

1. The Mixed Use Commercial Area will permit commercial activities which cater to the travelling public, large offices, medium format retail, community facilities and higher density residential uses.
2. Mixed Use Commercial Areas will be developed to complement and not compete with or undermine the Core Commercial Area functions.
3. The design of new development should respond to the village context.
4. High quality designed developments which are integrated and pedestrian oriented.
 - a. No backlotting is permitted in commercial areas. Public entrances to commercial buildings must face the roadway.
 - b. Provide safe, direct, continuous and clearly defined pedestrian access from public sidewalk to building entrances.
 - c. Where no sidewalk exists, one is required at the time of development.
 - d. Plant trees within designated areas of the parking lot with sufficient base to ensure tree health.
 - e. Provide streetscape elements such as landscaping, lighting, benches, bicycle parking, decorative paving, etc between the building and the curb. These elements should match and extend the existing context.
 - f. Buildings should incorporate design elements to create visual interest, a sense of identity and a human scale towards the public realm.
- g. Buildings are required to be a minimum of two stories in height or if one storey, to feature a pitched roof.
- h. Create a transition in scale and density of the built form on the site where taller buildings are proposed.
- i. Where larger buildings are proposed, visually divide large facades into smaller sections using a human scale, windows, bays, and articulation to reduce the impact of the massing.
- j. Buildings which are designed to convey a recognizable brand are not permitted. Instead commercial uses should be designed as unique to Bayfield.
- k. Incorporate traffic calming measures such as curb and median extensions, pedestrian refuges and raised crosswalks.
5. In addition to design goals, developments in Mixed Use areas will feature a common stormwater management facilities (ie. serve more than one property) where possible, electric vehicle charging stations, priority areas for bicycle parking, and sustainable/green design elements such as the use of native, drought resistant and salt tolerant planting materials in landscaped areas.

6. Access to and within Mixed Use areas will be highly connected and cater to those accessing services through active transportation. To achieve this, the following will be promoted:
 - a. Internal sidewalks are required and must be connected to existing trails/sidepaths or provide connection potential to future connections.
 - b. A sidepath design which is a two-directional, active transportation corridor, located separate from the vehicular corridor is the desired approach for developments along Hwy 21.
 - c. For existing developments, such as the grocery store, where a full sidepath design is not able to be accommodated, access via a narrower trail along Hwy 21 or via the future residential development to the west should be pursued.
7. Drive thrus are not permitted.
8. Neither commercial storage units nor outdoor storage is permitted.
9. Pylon commercial signage is not permitted.
10. The Citizen Advisory Committee has expressed a strong desire to maintain the uniqueness of the commercial offerings in the Village and does not wish to see any further franchises locate in Bayfield. Should additional franchises seek to locate in Bayfield, the following design direction applies:
 - a. Buildings must be designed to respond to the architectural vernacular of Bayfield. Generic building designs will not be permitted.
 - b. A maximum sign size shall apply.
11. Outdoor eating areas, sales and display areas are encouraged but bulk outdoor storage is not permitted as a primary use.
12. Community facilities such as assembly halls, day centres, childcare, education spaces are permitted.
13. Higher density residential uses (generally those greater than 2 storeys in height) are permitted in the Mixed Use designation. Proposals for higher density residential development are required to demonstrate compliance with the County's Residential Intensification Guidelines.
14. Existing residences may be extended, enlarged or re-established subject to section 9.4. of the Bluewater Official Plan (Non-conforming uses).
15. All development Mixed Use Areas are subject to Site Plan Control.
16. The Municipality may request the preparation of an Urban Design Brief in support of any planning applications within the Mixed Use Area. At a minimum the Design Brief should include:
 - a. A contextual overview;
 - b. A design summary including design direction for building design, landscaping, and parking areas;
 - c. A summary of how the design addresses relevant sections of the County's Residential

Intensification Guidelines;

- d. Description of sustainable/green design elements that have been/will be incorporated into the project;
- e. Building elevations/renderings of the proposed development. Where applicable building elevations will need to demonstrate conformity with Policy 4(j) above.

Neighbourhood Commercial

The '15 minute city' or '20 minute neighbourhood' are planning concepts in which residents are able to meet most of their daily needs within a short walk or bicycle ride from their homes. The goal is a well-connected and walkable place where residents can buy vegetables, access services, and meet their neighbours at a central gathering place.

The geographic size of present-day Bayfield lends itself very well to this '15 minute' concept. As Bayfield continues to grow south of Cameron, and particularly south of Paul Bunyan Road, residents in those new neighbourhoods will find themselves located outside of the walkable range to Clan Gregor Square and the services along Main Street; this suggests that the integration of neighbourhood uses in the south end may be warranted.

A neighbourhood commercial area would act as an anchor or hub in the south end and would feature uses such as a community gathering area, service type uses such as childcare, hair stylist, restaurant, coffee shop, community mailboxes, limited small scale retail, etc.

1. The Neighbourhood Commercial Area is not intended to serve the travelling public and thus a high visibility location (ie. along Hwy 21) is not necessary though it would not be prohibited from locating along that corridor.
2. The Neighbourhood Commercial areas is proposed to be located between Paul Bunyan and Crystal Springs Roads. This location is well suited to meet the needs of permanent residents as well as seasonal residents within the Paul Bunyan Trailer Park. Specific locations for Neighbourhood Commercial are not noted on the Land Use Schedule but are able to be proposed as part of a larger, residential development.
3. A Neighbourhood Commercial area is permitted within the Residential designation subject to re-zoning.
4. Maximum parking requirements will apply to Neighbourhood Commercial Uses as these uses are meant to cater to the local residents. Parking to accommodate staff persons would be permitted to the rear of the building(s).
5. Neighbourhood commercial use buildings are to be of

a similar size and scale of residential dwellings and are intended to be directed towards the streetscape (ie. at the same maximum setback as residences or less where located directly onto a small public square).

- 6. Neighbourhood Commercial areas are subject to Site Plan Control.
- 7. Permitted uses will be determined in the implementing zoning by-law. Retail uses will be limited to ensure protection of retail uses within the Downtown.



The scale and design of this neighbourhood commercial establishment from Mahone Bay, Nova Scotia complements the surrounding residential area. Image taken by author, 2016.

Design Direction for Commercial Areas

Site Plan Control will be the main tool for implementing design direction in Commercial Areas. The following outlines priorities for site plan design:

- 1. Commercial development should contribute positively to the streetscape through built form and landscaping. Height, massing, orientation and layout of buildings should promote the creation of a pedestrian-scale environment.
- 2. Buildings should be positioned in such a way to define functional and secure pedestrian access from the street and parking areas to the main accessible entrance of the building.
- 3. All building façades visible from the surrounding public realm shall be designed with articulation. Blank walls facing public streets or spaces are not permitted.
- 4. For the purpose of Site Plan Control, matters of exterior design shall include the design, shape and coordination of architectural features, and any other design feature that affects the appearance of the building or exterior facades are subject to review and approval, pursuant to Section 41 of the Planning Act.
- 5. Design of new or redeveloped buildings and public spaces shall facilitate access and use by persons with disabilities and limited mobility.

6. Parking Areas

- The placement of the buildings and parking should complement the streetscape; parking area locations should be encouraged to locate behind and beside the buildings.
- Points of vehicular access and egress will be limited and designed for safe and convenient vehicular and patron circulation. Where feasible, the provision of common access points, parking facilities and service roads shall be encouraged.
- Landscaping should be used to enhance parking areas;
Bicycle Parking
- Bicycle parking facilities are a requirement for new developments in the Mixed Use Arterial Designation and strongly encouraged for all Community Facilities.
- Bicycle parking facilities should be located close to the entrance of the building and include a shade structure with appropriate locking mechanism.

7. Sustainable Design Elements

Through Site Plan Control, sustainable design elements may be required on any adjoining highway under a Municipality's jurisdiction, including without limitation: trees, shrubs, hedges, plantings or other ground cover, active transportation corridor, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities .

8. Landscaping

Landscaping shall be used to enhance the appearance of the site, contribute to the blending of new and existing development and screen parking, loading garbage and service facilities from adjacent properties and streets. Minimum landscaped requirements will be enforced through the Zoning Bylaw.

9. Temporary or permanent outdoor eating or display areas shall be encouraged

10. Outdoor lighting fixtures shall be installed so that illumination is directed downwards and deflected away from adjoining residential areas.

11. Signs will be limited to those necessary to identify the use, property and type of service or product provided and designed to avoid visual clutter. Consolidated signage which is low in height and scale will be used where more than one use exists on a property. No tall, pylon style signs will be permitted.

12. Where mixed use arterial uses abut existing or planned residential uses, the highway commercial uses will be responsible for providing appropriate buffering measures. Where separation distances are inadequate with respect to abutting planned or established residential uses, the range of highway commercial uses may be restricted to ensure compatibility.

Industrial

No heavy industry exists or is proposed for the Village. Harbour related industries are permitted within the Marina designation. A defined list of light industries which support the cultural and commercial underpinnings of the Village, such as artisan studios or brewery/distillery, will be permitted in the Mixed-Use Arterial designation.



Images: Traditional Main Street Commercial (12 Main St N), Commercial on Side Street (Catherine Street off Main St N), Grouped Commercial along Hwy 21 (2 Main Street S), and Large Scale Retail Format (71 Bayfield Main St S)

3.2 Residential

The majority of residential buildings in the study area contain low-density development. Many of the residential buildings closer to Clan Gregor Square and along the lakeshore on Tuyll Street maintain older character and aesthetic qualities that reflect the heritage and preferred features of the community in Bayfield. Though in recent years, newer residential buildings have begun to emerge in order to support Bayfield’s ongoing and future population growth projections. It has been observed through various development activities that the community has a keen interest maintaining and protecting the small town history, culture, and natural and built heritage of Bayfield.

The unique character of Bayfield’s residential neighbourhoods, particularly those in the Core Area of Old Bayfield, is of great significance to the community and is to be protected. The architectural character of residential areas is diverse: ranging from nineteenth century clapboard and Georgian designs to modest 1950’s cottages to examples of modern architecture. Bayfield’s residential neighbourhoods can be characterized by several factors:

- the time period in which they were established;
- whether designed before or after the introduction of municipal sewers;
- seasonality (ie. utilized as cottages or as full time residences).

While many cottages have transitioned to year round use, some residents have opted to remove the original cottages and replace them with new structures, designed for year-round residential use. Others remain utilized on a seasonal basis; 33% of dwellings in Bayfield remain used on a seasonal or non-permanent basis.



Definitions

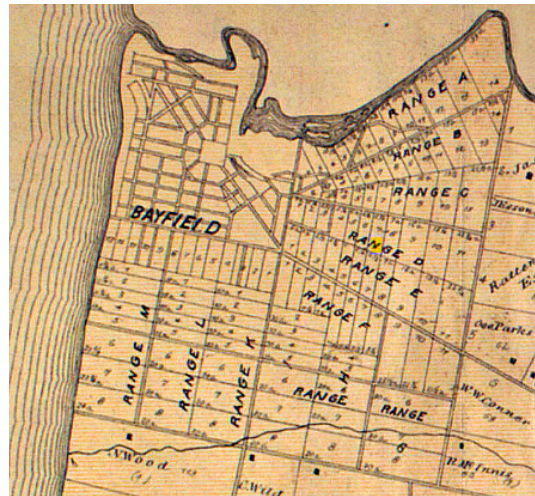
Low Density residential consists of single detached, semi-detached, duplex, and converted dwellings. Low density residential uses are permitted two additional residential units within the main dwelling, within a detached structure, or both.

Medium Density residential includes low density uses, triplexes, fourplexes, rowhouses and multiple unit residential buildings not exceeding three storeys.

High Density residential includes apartments, and other multiple unit residential buildings greater than three storeys in height.

Old Bayfield: Old Bayfield is bounded by Bayfield Terrace in the North, Tuyll Street in the West, Cameron to the South and Sarnia Street in the East. Old Bayfield is characterized by historic and modern single detached dwellings. There a handful of semi-detached dwelling and one apartment building in this area. Many residential properties in Old Bayfield feature prominent cedar hedges in the front yards, affording a high degree of privacy. The Core Area of Old Bayfield includes 9 residential properties which are listed on the Municipal Register of Culturally Significant Properties.

The Ranges: The Ranges were laid out as part of Stanley Township and a portion fall within the present day boundary of Bayfield. Of the approximately 290 acres designated for future residential development in the Ranges, approximately 200 acres contain significant natural features. The development of this area of Bayfield must conserve significant natural areas.



Excerpt of 1879
Huron County Atlas
of Stanley Township

South of Cameron: Cameron Street forms an east-west divide, delineating between 'Old Bayfield' and 'New Bayfield'. All of the development South of Cameron, save for Tuyll Street, was developed after the introduction of municipal sanitary sewers; this is significant as it speaks to why the lot sizes and degree of lot coverage shifts distinctly (as green space for septic system beds were no longer required). South of Cameron is home to the most recent developments in Bayfield: The Meadows, Mews and Fawn Creek with the Meadows and Mews being examples of medium density developments.

Density in Bayfield

Increasing the density of residential units, often referred to as ‘intensification’, within Bayfield is a sensitive exercise. While there is recognition that increased density can be an effective strategy for climate change resiliency, social connectedness, increased affordability and making efficient use of investments in community infrastructure, there is concern that the distinct visual appeal of Bayfield’s residential neighbourhoods could be adversely impacted.

The conversion of existing residences into multiple units, termed a ‘converted dwelling’ as been permitted in Bayfield dating back to the original Village of Bayfield Zoning By-law (1969). Moving forward, conversions will continue to be permitted. Other strategies to allow intensification within existing residential neighbourhoods to be achieved gently include:

- the introduction of additional residential units within detached accessory buildings;
- the introduction of a wider range of unit types, such as semi-detached, triplexes and quadraplexes, provided they are sensitively designed; and
- the redevelopment of select sites to permit higher density subject to consideration for neighbourhood context and scale.

Distributing density, rather than directing all medium and higher density uses to one area of Bayfield, will result in improved sustainability because more households are now located closer to amenities and services, enabling walkable neighbourhoods and the consumption of less energy.

Social connectedness is one aspect of Bayfield that many members of the public marked as being unique and of high value to them as residents. There is, for example, a club for nearly every interest, a recreation program for every ability and a warm, welcoming feeling to the community. By mixing housing types and sizes, neighbourhoods become more vibrant as people of different ages and stages of life can reside together and interact more naturally. By increasing the variety of unit types and sizes, a wider range of needs can be better met within the community. Bayfield Mews is an example of a development with higher density that features a unit design which lends well to accommodating an aging population, both physically and socially.



Image: Bayfield Meadows diversified the housing stock in Bayfield by introducing rowhouse dwellings.



Residences within the Heritage Conservation District

Specific Heritage Residential Zoning should be established to ensure the goals and objectives of the District are implemented for the residential properties, as well as commercial, along Main Street North. Photo Credit: Suzan Johnson

Goals

1. To provide a broad range of housing options, in sufficient supply and variety in type, size, tenure and cost to meet the varying housing needs of the community,
2. To maintain and create attractive, and healthy residential neighbourhoods,
3. To diversify the housing stock to include options other than single detached dwellings for the purpose of creating healthy, mixed use neighbourhoods;
4. To permit and facilitate residential intensification, including Additional Residential Units, and direct this development to locations where land, infrastructure and service facilities are efficiently used; and
5. To encourage the integration of new residential development into established neighbourhoods with consideration of the character, context and design of the surrounding area.



18 Bayfield Terrace is an excellent example of a unique architectural approach that is compatible with the scale of the existing neighbourhood.

Policies for all Residential Areas

1. New residential development shall be permitted in areas designated as Residential or in other designations where permitted by the policies of this Plan.
2. Residential intensification and the development of currently designated lands will form the primary method of meeting new housing demand. It must be demonstrated that there is an insufficient supply of vacant lands to permit residential uses and that no reasonable or feasible opportunity for intensification exists prior to the designation of any other new land for residential purposes. Bayfield has an excess of lands designated Residential; approximately 25 acres are proposed to be re-designated Mixed Use Arterial which permits commercial, community facility and higher density residential uses.
3. New residential development, including infill, will occur at a density which efficiently uses land, resources, infrastructure, public lands and community facilities. Where infill is proposed in the Core Area of Old Bayfield, heritage attributes will be retained wherever possible and new development will be integrated in an appropriate manner with consideration to the established scale and design of the neighbourhood.

4. The design of residential development within already established areas, including intensification, shall be considerate of the scale of buildings on abutting lots. On residential streets within the Core of Old Bayfield (see Character Areas Map), residential designs shall be considerate and sensitive to the scale and character of the neighbourhood.

5. Appendix 3 of this document provides guidance for how a triplex and fourplex could be designed within the Bayfield context. These same design principles should be considered for other multiple-unit forms of housing.

6. Natural features including tree cover and topography will be protected, enhanced and incorporated into new design wherever possible and landscaping will be used to enhance the residential character and quality.

7. Conversions and Additional Residential Units are permitted in all areas of Bayfield with the exception of the Lakeshore Residential Designation, subject to the requirements of the Zoning By-law and the Municipal Servicing Bylaw. The County's Additional Residential Unit Guideline gives examples of how appropriate site planning measures can be used to ensure compatibility with adjacent residential uses.

A maximum of two Additional Residential Units are permitted subject to the requirements of the Zoning By-law. One of the two units is permitted to be located in a detached accessory structure.

8. Short term rentals are not encouraged in Bayfield's residential neighbourhoods. The Municipality is considering options for how this land use will be addressed outside of the Secondary Plan.

9. The high water table in certain areas in Bayfield can lead to dwellings being constructed at increased grades. The grade of residential lots should follow the established grading of surrounding properties and/or the grading plans registered as part of the Subdivision Agreement.

10. The deeming (or legal joining of) of multiple lots to permit larger scale residential development will only be permitted for buildings containing more than four (4) units. The design of larger scale residential buildings should be designed to reduce the massing.



Two lots were deemed for the development of this single detached dwelling on Jane Street.

11. The Zoning Bylaw sets out basic lot design requirements but does not prescribe the design of new dwellings. Design requirements are applied to multi-unit residential development through the Site Plan Control Process.



A prominent porch, highly landscaped, and garage oriented to rear yard contribute to the aesthetic appeal of this new dwelling at the corner of Cameron and Tuyl. While more modern in design, it responds to the surrounding context.

12. Home occupations are permitted in Residential areas provided the use:

- Is clearly secondary and does not change the residential character of the dwelling or accessory building;
- Does not cause traffic, noise, safety or other nuisance concerns.
- Complies with the Zoning Bylaw.

Home industries are not permitted in Residential areas.

13. The Zoning By-law will establish low, medium and high density residential areas. Medium density development may be integrated with low density areas provided they are low rise and do not exceed two storeys.

14. Higher density uses, those which exceed two storeys, are encouraged to locate in Mixed Use areas, on select sites near the Downtown and in newly developing areas. Sites should be located near parks and open spaces.

15. Higher density residential developments which contribute to an efficient use of land and infrastructure and promote affordability will be encouraged near the Downtown Core provided the design meets the County's Residential Intensification Guidelines and respects the heritage character of the area.



A potential redevelopment site on Howard Street East could accommodate a high density residential use within walking distance of Main Street North.

16. In new and developing areas, a minimum density of 15 units per hectare is required where site conditions permit.

Design Direction for Residential Areas

1. Development within existing residential communities shall be evaluated using the following criteria to maintain and protect the existing neighbourhood character:
 - a. The scale of the proposed built form is compatible with the surrounding neighbourhood.
 - b. Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
 - c. Sufficient yards shall be provided to allow for the continuation of landscaping within Bayfield neighbourhoods.
 - d. Roads and/or municipal infrastructure and utilities shall be adequate to provide water and wastewater service, waste management services and fire protection.
 - e. Surface parking shall be designed to minimize the visual impact. To achieve this, a maximum driveway width will be implemented in the Zoning Bylaw.
 - f. Impacts on the adjacent properties will be minimized in relation to grading, drainage, location of service areas, access and traffic circulation, privacy, and microclimatic conditions such as shadowing.
2. Alterations to existing dwellings are encouraged to respect the original architectural style of the dwelling.
3. Tucked within the fabric of Old Bayfield are pieces

of the past: the 'two cow or two horse' barns, sheds or small carriage houses which sit at the street edge. These structures should be retained and similar 'coach house style' accessory buildings are encouraged.

4. Garages are encouraged to be detached and to be located in the rear yard. If attached, garages must be flush with or setback further from the street than the remainder of the dwelling. Porches are encouraged to project in front of garages.



Example of detached garage appropriate within Bayfield and encouraged within the Core Area

5. Detached structures should be secondary in scale to the main dwelling and should be designed to complement the architectural style of dwelling.



This Tuyll Street accessory building is a great example of using design techniques to complement the main dwelling (choice of materials, colour of trim, similarly pitched roofline, etc). Even located in the front yard, it remains secondary to the main dwelling.

6. One driveway per residential property. Where a property is located on a corner lot, the driveway is encouraged to be located on the flankage as opposed to the frontage.

There may be select circumstances where a multi-unit residential building will have two entrances.

7. The front yard is to act as the transition between the public and private realms. Activities which activate the front yard and abutting streetscape will be encouraged and will be promoted and enforced through the Zoning By-law:

- a. Permit front yard encroachments for open and enclosed porches where the enclosure features at least 50% glazing.
- b. The paving of the front yard is highly discouraged. A minimum front yard landscaped open space requirement will be required. Xeriscaping (system of landscaping with water conservation) and other 'no-mow' landscaping strategies are permitted as landscaped open space.
- c. Parking areas are required to be in the driveway, interior side or rear yards.



Xeriscaping

A property on Thimbleweed includes an alternative to lawn in a very attractive and contextually appropriate manner. The use of the cedar rail hedge is a traditional approach to fencing in Bayfield.

8. The deeming of lots to facilitate the construction of larger dwellings and accessory buildings is not permitted. Deeming will be considered to facilitate resolution to a technical or servicing issue.
9. An Urban Design Brief may be required for multiple-unit developments within existing residential areas. The Design Brief should illustrate how the proposal has considered the policies of this Secondary Plan, the design direction contained within Appendix 3 and the County's Residential Intensification Guidelines.
10. In new areas, Urban Design and Architectural Guidelines are required (see Section X).

Policies Specific to Character Areas

Old Bayfield

1. The residential properties which form part of the Heritage Conservation District will be zoned 'Heritage Residential' to recognize and protect the contribution these properties make to the overall character of the District.
2. Area West of Tuyl and North of Dow:
 - a. Intensification in the form of lot creation or detached ARU will be permitted only where it is demonstrated not to impact natural hazards.
 - b. Development will be a maximum of 2 storeys.
 - c. The transition of large properties to a commercial use (ie. boutique hotel) will be considered subject to a

Zoning By-law Amendment provided:

- i. Development involves conversion of existing dwelling of heritage value;
 - ii. Degree of site alteration does not alter the residential character of the property;
3. Hill Terrace provides access to two residential properties at the north end but is not anticipated to provide access to any future development. The road allowance of Hill Terrace should be retained and utilized for a walking trail.
 4. The block between Howard and Dow Streets is unique in that the centre of the block (a linear property running approximately 15m in width and nearly the entire block in length) is owned by a private individual. As a result, the remaining lots on this block have reduced depth. Over time, accessory sheds, landscaping features and drainage from some of the abutting properties have encroached into this centre property; to address this issue, the centre property would ideally, be subdivided and portions added to the abutting properties to correct possible title issues.
 5. The unopened road allowances will be closed and designated Open Space and Parkland which will change the side yard requirement for abutting properties from an exterior side yard to an interior (having the effect of reducing the required distance). The stated distance in the Zoning Bylaw will be maintained for future development and limited consideration to variances will be given.
 6. A limited number of properties have utilized the

unopened road allowances for access purposes. At the time of sale or redevelopment, access will be required to be established on the lot and removed from the former road allowance.

7. A collection of detached 'carriage houses' and two horse barns exist throughout Old Bayfield. These buildings are ancillary in scale to the main dwelling and often oriented close to the streetline. This form of development will be permitted by the Zoning By-law rather than requiring detached accessory buildings to be located only within the rear yard. A single parking space will be permitted between the detached accessory building and the streetline.

South of Cameron

1. Development which is designed to backlot onto Lidderdale or Crystal Springs will not be permitted. Backlotting onto Bluewater Highway (Hwy 21) may be required to achieve an efficient design.
2. It is recommended that a two-directional, multi-use pathway be integrated with development on the block bordered by Paul Bunyan Road, Lidderdale Street, Crystal Springs Road and Bluewater Highway. It is anticipated that a section of the plantation may be removed to accommodate the multi-use trail.
3. The multi-use trail could resemble a sidepath and be located parallel to Bluewater Highway, providing a buffer between the residential development and

the highway. The multi-use trail would be required to be lined with trees, pedestrian scale lighting and other streetscape elements to enhance the sense of enclosure and aesthetic appeal.

4. Elliott Street will remain zoned Lakeshore Residential until such time that municipal sewers are extended and connected. No intensification, including Additional Residential Units, is permitted in the Lakeshore Residential zone.
5. Should the parcel at the Southwest corner of the Paul Bunyan Road and Bluewater Hwy intersection be developed, the existing bank barn and silo should be retained and integrated into the development concept. The connection to the agricultural heritage of the area is an important aspect of the character of Bayfield.



Existing barn and silo at southwest corner of Paul Bunyan Road and Bluewater Hwy.

6. To promote connectivity and the efficient use of land and services, no condominiums will be approved without a publicly owned main access road that allows connection to development on abutting lands.
7. Development proposals with new streets should ensure appropriate connectivity, traffic circulation, infrastructure looping and be designed for pedestrian and cyclist access. While culs de sac are to be avoided where possible, there may be instances where they are necessary and appropriate to, for example, protect surrounding natural areas or respond to the existing street design. In circumstances where the connection of streets is not possible, practical nor desired, active transportation linkages must be provided.

Special Policy: Elliott Street

Elliott Street is one section of the Settlement Area which will be designated Residential but remain zoned Lakeshore Residential until such time that municipal water and municipal sewer are extended and service the existing development. Elliott Street was originally developed for seasonal purposes; some of the cottages have since been replaced with year-round residences.

- No intensification is permitted along Elliott Street in terms of the number of lots or dwellings; one dwelling per existing lot is permitted.
- No Additional Residential Units are permitted in the Lakeshore Residential designation.
- Development activities which serve to reduce the

impact on the lake bank, beach, or gullies (eg. such as relocating an existing cottage further away from the lake) will be considered without an amendment to this Plan.

- The Crystal Springs Road allowance which extends to the Lake should be retained for the purpose of a potential future lake access point.

The Ranges

1. No additional areas for seasonal dwellings (trailer park dwellings) will be permitted within the Settlement Area.
2. Areas designated Residential with a Natural Environment notification are lands on which development may be considered after an evaluation of the ecological function of the area is completed. An Environmental Impact Study will be required as a complete application for any large, undeveloped property at the time of re-zoning for development. Once a property has been evaluated and permissions for development granted, the portions of the property which are to remain in a natural state will be designated and zoned Natural Environment. Where an Environmental Impact Study is supportive of development, new development will be required to submit a tree savings plan.
3. New development in Bayfield and the surrounding area designated for development will be phased

in a contiguous manner on full services based on a servicing study. Existing properties or undivided original lots adjacent to the former Village of Bayfield on Ranges B-M of Registered Plan 144 will be permitted one residence on private septic and public water, where public sewer is not readily available, subject to rezoning. Further development will proceed by plan of subdivision in a contiguous manner on full services based on a servicing study.

Newly Developing Areas

The majority of undeveloped lands in Bayfield are designated for residential use and are concentrated in South of Cameron and the Ranges. New developments in these areas must integrate the following:

- In lieu of sidewalks, a connected community trail must be incorporated into the development and link with existing developments or provide opportunities for future linkages;
- Enhanced tree planting along arterial and internal streets is required. Accommodating enhanced street trees is made possible due to the space made available within the 66ft road allowance by not providing sidewalks.

- Development will be primarily two to three storeys in height. Where a building greater than 3 storeys is proposed, compliance with the County’s Residential Intensification Guidelines will be required.
- Design will employ sustainable development strategies such as:
 - Limit hardening (ie. no covenants that require driveways to be paved);
 - Employ regional stormwater management facilities where possible;
 - Incorporate LID (low impact design) techniques to mitigate stormwater flow;
 - Promote landscaping techniques which can tolerate extreme heat and no watering;
 - Promote the use of rain barrels and rain gardens.

Building Typologies

	Old Bayfield (North of Jane and East of 21)	Old Bayfield (South of Jane)	Tuyll	Ranges	SoCam
Single	✓	✓	✓	✓	✓
Single with Additional Residential Unit	✓	✓	✓	✓	✓
Converted Dwelling	✓	✓	✓	✓	✓
Semi Detached	✓	✓		✓	✓
Plex (du, tri, quad)	✓	✓		✓	✓
Row Housing (No limit)				✓	✓
Multi-unit building (5 units and greater)				✓	✓

Implementation will include amendments to the Comprehensive Bluewater Zoning Bylaw. A Bayfield Specific Zoning Framework may be required for specific areas of the Village to codify the feel of the built form within the residential zoning provisions. Key provisions for consideration include maximum lot coverages, front yard setback, location of accessory buildings, relationship between dwellings and garages (attached or detached), minimum landscaped open space in front yard requirement, etc.

Existing Special Policy Areas within Bluewater Official Plan & Land Use Schedule

Special Policy Area 1 for Bayfield (Applies to Keightly, east of Bluewater Hwy)

Notwithstanding the Residential designation, those lands shown as Special Policy Area 1, Bayfield may also be used for commercial winery, vineyards, an accessory dwelling unit, and other associated complementary commercial uses. Notwithstanding the policies of Section 9.1 of the Official Plan, where a development agreement is in place permitting newly created properties to use private septic servicing and also mandates that connection to municipal sanitary service will occur as soon as it's available then the public sewer standards can be used.

Special Policy Area 2 for Bayfield (Applies to Keightly, east of Bluewater Hwy)

Notwithstanding the policies of Section 9.1 of the Official Plan, where a development agreement is in place permitting newly created properties to use private septic servicing and also mandates that connection to municipal sanitary service will occur as soon as it's available then the public sewer standards can be used. (As amended by OPA 15)

Special Policy Area 3 for Bayfield (Applies to Carriage Lanes)

Notwithstanding the policies of the Residential designation to the contrary, in the lands designated as Special Policy Area development serviced by public water service and by individual private on-site sewage systems shall be permitted. (As amended by OPA 17)

Special Policy Area (Applies to Lot 8, Range D and Range E) – established in 2005

Notwithstanding any direction to the contrary, the 5.6 hectare (13.8 acre) parcel of land comprised of Lot 8, Range D and Lot 8 Range E, as shown on Plan 144, may be developed for single family residential purposes by creating up to three separate properties by Planning Act consent, subject to the following:

- Each single family residential property must have suitable access to an open and maintained public road;
- Not more than one residence shall be permitted on each of the three properties;
- One of the three properties shall include the residence which existed on January 1, 2006;
- Each property must be of sufficient size to accommodate private services; and
- The configuration of the properties and the defining of building envelopes shall be illustrated on a concept plan which takes into account the natural environment features on each property.

Recreational/Seasonal Residences

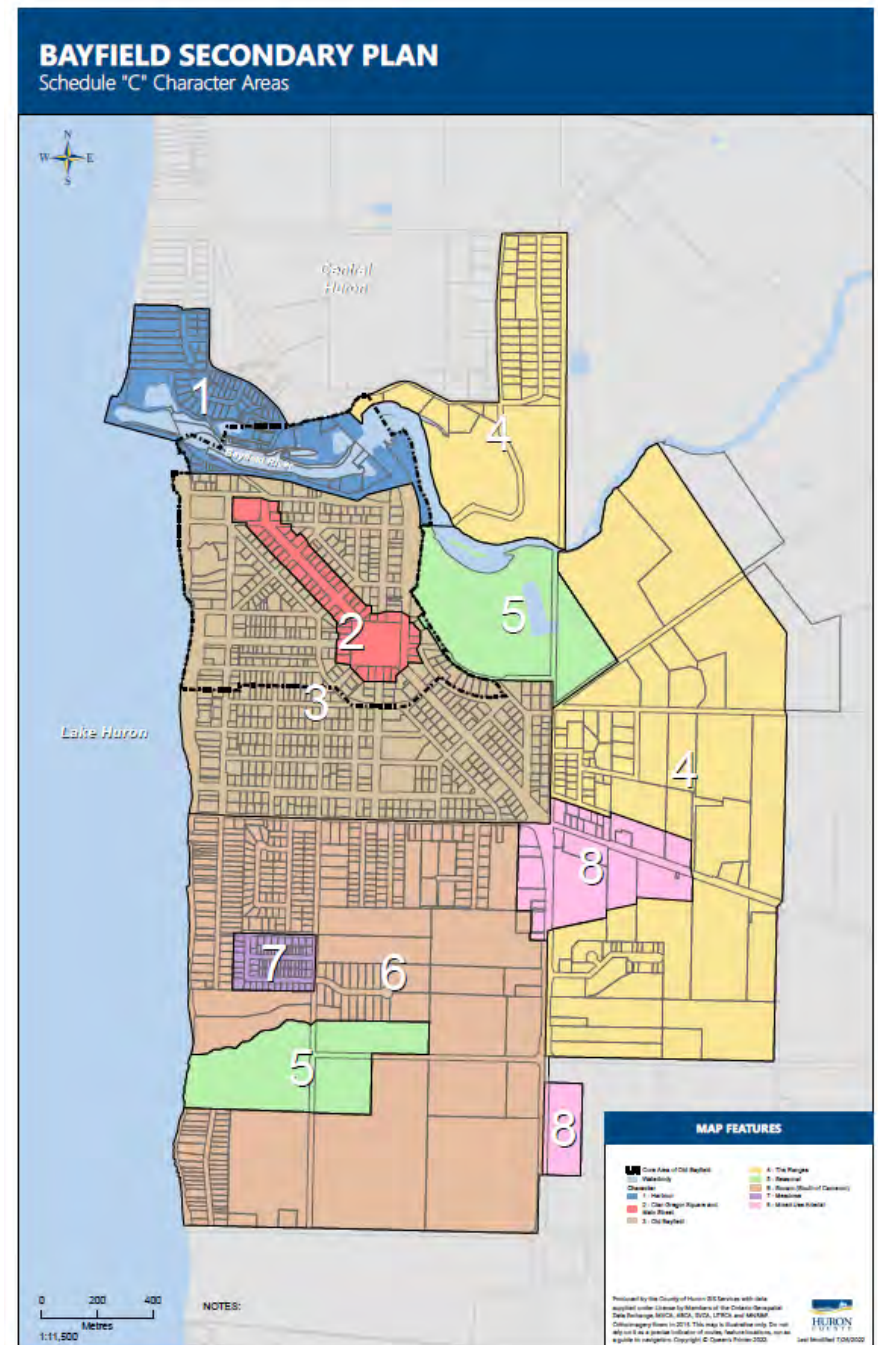
In the Bayfield Settlement Area, recreational areas are defined as including campground and trailer park uses, golf courses, parks and open spaces. These recreational land uses are often characterized by seasonal use (see green areas on Character Areas Map).

For the purpose of the Secondary and Official Plan, the Recreation designation applies to Paul Bunyan Trailer Park. The other seasonal area, Rainbow Valley Campground, is designated Natural Environment, owing to its location in the floodplain of the Bayfield River.

Many of the urban recreational uses such as parks, fairgrounds, ball diamonds, trails, etc. are designated as Community Facility, Natural Environment and/or Parks and Open Space.

Policies

1. Existing development is permitted to continue.
2. No additional recreational development is permitted in or abutting the Bayfield Settlement Area unless it is fully serviced.
3. The Recreational property at the south-east corner of the Lidderdale and Paul Bunyan Road intersection is considered an excellent location for a Neighbourhood Commercial Use and higher density residential. A special policy has been created to that effect.



Development Standards

The following development standards shall apply to all development in the Recreation designation:

1. Development will proceed in accordance with a detailed site plan and development agreement addressing design, site pattern, phasing, services, landscaping, communal areas and community facilities;
2. Development must be compatible with surrounding uses;
3. No development will be permitted on the lake bank, beach, beach vegetation area or within river valleys. Setbacks from slopes will be determined with input from the Conservation Authority;
4. Natural features and functions will be protected. The design will be harmonized with natural features, including topography and woodlands;
5. Vehicle access will be provided by a public road developed to municipal standards;
6. Adequate services, including water supply, sewage disposal, storm water management, and drainage shall be provided to the satisfaction of the municipality and governing agency; and
7. The appropriate zoning is in force.
8. Trailer sites shall be limited to seasonal and recreational occupancy and will not be used as a continuous year-round dwelling;
9. Existing recreational areas shall not be further intensified (ie. no new sites created).
10. Where a site is anticipating significant impacts from natural hazards (ie. flooding, ice jams), the site will either be relocated elsewhere on the subject property or will cease in use.
11. Communal amenity areas and open spaces shall be provided to a high standard.
12. Municipal water and sewer is required.
13. Access to the beach shall be provided over land owned as part of the trailer park if possible;
14. The trailer park shall be under one ownership, with no individually titled properties.

3.3 Community Facilities & Infrastructure

Bayfield boasts a range of community facilities which enhance the quality of life enjoyed in the Village. Facilities such as Town Hall, the Community Centre, Agricultural Park, the cemetery, fire hall and parks are examples of existing community facilities.

Community Facilities encompass a spectrum of land uses which vary in scale, character, function and locational requirements. Because these uses and facilities exist to serve the needs of residential and commercial activities, they are located through the Settlement Area and thus require a degree of locational flexibility.

Community Facilities are land uses owned or operated by public, semi-public, or private enterprise for the health, protection, and welfare of the community. Community Facilities fall into two categories: Site-Specific and Non-Site Specific.

Site-Specific Community Facilities are infrastructural, and because they form part of a larger network or system, have limited locational discretion. These include:

- Utility lines and corridors;
- Water, sewer and pipelines;
- Electric power, railway and communication facilities;
- Roads, water and sewage treatment plants and distribution systems;
- Flood and erosion control works.

Non Site-Specific Community Facilities are freestanding, and because they are not a component of a larger system, enjoy a greater degree of locational freedom. Non Site-Specific Community Facilities cover a wide spectrum of uses and include:

- Government Buildings such as administration offices;
- Cultural Facilities such as libraries, museums, auditoriums, theatres, and civic and convention centres;
- Recreational Facilities such as arenas, ball diamonds, fairgrounds, and stadiums;
- Public Service Facilities such as police and fire stations, cemeteries, works yards and garages; and
- Institutions such as churches, schools, hospitals, day care centres, group homes, fraternal or other non-profit organizations.

Goals

1. To improve the Quality of Life of residents and visitors by offering an appropriate range of infrastructural, cultural, governmental, recreational, institutional and public service facilities;
2. Where the public will be better served, to lead in co-operative ventures (i.e. partnerships) involving the public and private sector for the provision of public service facilities, public services or infrastructure; and
3. To locate Community Facilities where they most effectively provide their community functions without adversely impacting surrounding land uses.

Policies

1. Non-site Specific Community facilities are directed to the Core Commercial Area. Should insufficient space be available to accommodate the use, the Mixed Use Commercial Area should be the next consideration.
2. Major Community facilities locating outside of the Core or Mixed Use Commercial Areas shall require an Official Plan and Zoning By-law Amendment.
3. Community facilities within the Core Commercial Area are permitted by the designation and zone which avoids the need for an amendment should the facility transition to a different land use.
4. Community facilities should be located where they can best serve the public. Minor Non-Site Specific

Community Facilities shall be establishing by rezoning where not already permitted.

5. Community facilities such as community mailboxes and are encouraged to co-locate with the Neighbourhood Commercial and Parks/Open Space Areas.
6. Should the facilities located at the following addresses be relocated or deemed surplus to the needs to the municipality, the facilities/land should be considered for higher density residential or a multi-use community space:
 - a. 4 Municipal Road (currently firehall)
 - b. 6 Municipal Road (referred to as Lion's building)
 - c. 2 Jane Street (currently public works shed)
7. Municipally owned properties at the following two addresses should be considered for public art installations:
 - a. Corner of Victoria and Fry Street (Plan 160, Block C) – 210 square metres (2,251 square feet)
 - b. Cameron Street (Plan 159, Bayfield Block B) – 364 square metres (3,920 square feet).
 - i. This location could also be considered for a community garden.
8. Infrastructure such as stormwater management ponds and pumphouses are typically designated Community Facility. However, they are permitted in all designations.

3.4 Parks, Open Space and Linkages

Bayfield benefits from a legacy of environmentally-minded ancestors and present day actors. One such actor was Miss Lucy Woods who, in 1945, appealed to friends to contribute funds to the purchase of a property for parkland – a treasured space now known as Pioneer Park.

There are several privately owned parks and open spaces in Bayfield including Pioneer Park, The Flats, and Agricultural Society Park. In 2021, a portion of the ‘Century House’ property (34 Bayfield Terrace) was donated to Pioneer Park to be used as parkland. Other recreational assets are located on municipal lands but were built and are maintained by a volunteer group, such as the International Croquet Club.

Municipally owned parks include Clan Gregor Square which is the focal point of the Heritage Conservation District and Downtown Area, providing a space for civic, recreational and passive activities. There are several small parks, sometimes referred to as ‘pocket parks’, such as Ninian Woods Park (located at the corners of Fry and Victoria Streets) and one within Bayfield Meadows at the corner of Sweetgrass and Thimbleweed Streets. A green space is also maintained on Carriage Lanes with minimal programming.



Goals

1. To recognize the importance of parks and open spaces for physical, mental, social and climate health.
2. To provide a comprehensive system of parks, open spaces and urban forests.
3. To ensure that parks are connected to other green spaces and community destinations through linkages and trails wherever possible.
4. To establish access to the Lake Huron vista through the development of a series of lake-side parks.



Policies

1. Parkland will be provided in sufficient amount and location to serve the needs of residents and to enhance Bayfield as a tourism destination.
2. The conversion of park spaces to any other land use will not be permitted.
3. Clan Gregor Square is the focal point of the Downtown Area and Heritage Conservation District. The Square features a careful balance of programmed and unprogrammed spaces. The unprogrammed spaces are equally important as they allow for passive activities such as picnics, throwing a frisbee and help to maintain the sense of balance within the space. The use of the Square for large events and musical performances should be carefully evaluated so as not to compact and compromise the soil health.
4. Agricultural Park has been in its present location for 150 years. There are many competing demands for this space which would benefit from further discussions with key stakeholders.
5. A series of linear parks will be established in the unopened road allowances of Margaret Street and portions of Lidderdale Street. These linear parks will serve multiple functions: location of buried infrastructure, active transportation pathways, wildlife corridors, and green infrastructure (carbon sequestration, groundwater recharge, shade, etc).
6. A network of lakeside parks will be established on

underutilized road allowances which do not provide primary access to neighbouring properties. The purpose of the parks is to enhance public accesses to Lake views and the waterfront. The parks are to be passive in character and feature seating, pedestrian scale lighting, public art and minimal parking, if any. Views to the Lake will be established through selective trimming only after lake bank stability has been assessed.

7. Parks and public spaces will be acquired and developed through the development process (parkland dedication, donations, bequests and public purchase).
8. The Municipality will give preference to physical parkland rather than cash in lieu for Plans of Subdivision within the Bayfield Settlement Area. The minimum service level for parks will be one park, open space, urban forest or recreational asset within eight hundred metres (800m) of every dwelling.
9. In newly developing areas, the goal is to create a connected green network wherein park spaces are connected with a trails system.
10. Where a proposed Plan of Subdivision abuts lands designated Residential and zoned Future Development, the parcel of dedicated parkland from said development must be physically abutting the neighbouring parcel such that the parkland dedications of each will form one, larger park.
11. All parkland dedications must be deemed acceptable by the Municipality. Hazard areas and stormwater

management facilities will not be accepted as parkland.

12. To provide equitable access to the many benefits of natural spaces, the development of a public Urban Forest within the Bayfield Settlement Area is desired. The dedication of natural spaces as parkland will be given priority, particularly where there is opportunity to link the space with natural areas on abutting lands.
13. Where a lakeside development is proposed, the parkland dedication must provide a view to the Lake.
14. The Municipality will identify improvements to the parkland and open space system by utilizing parkland reserves for the design and programming of parks. The funds generated from development within the Bayfield Settlement Area should be allocated to park spaces within the Bayfield Settlement Area.
15. Where new parks are proposed, the design of the park should avoid an overly manicured and landscaped space in favour of a more natural approach which responds to local history, existing grade, natural areas, integration with active transportation, and avoids the installation of plastic playgrounds.



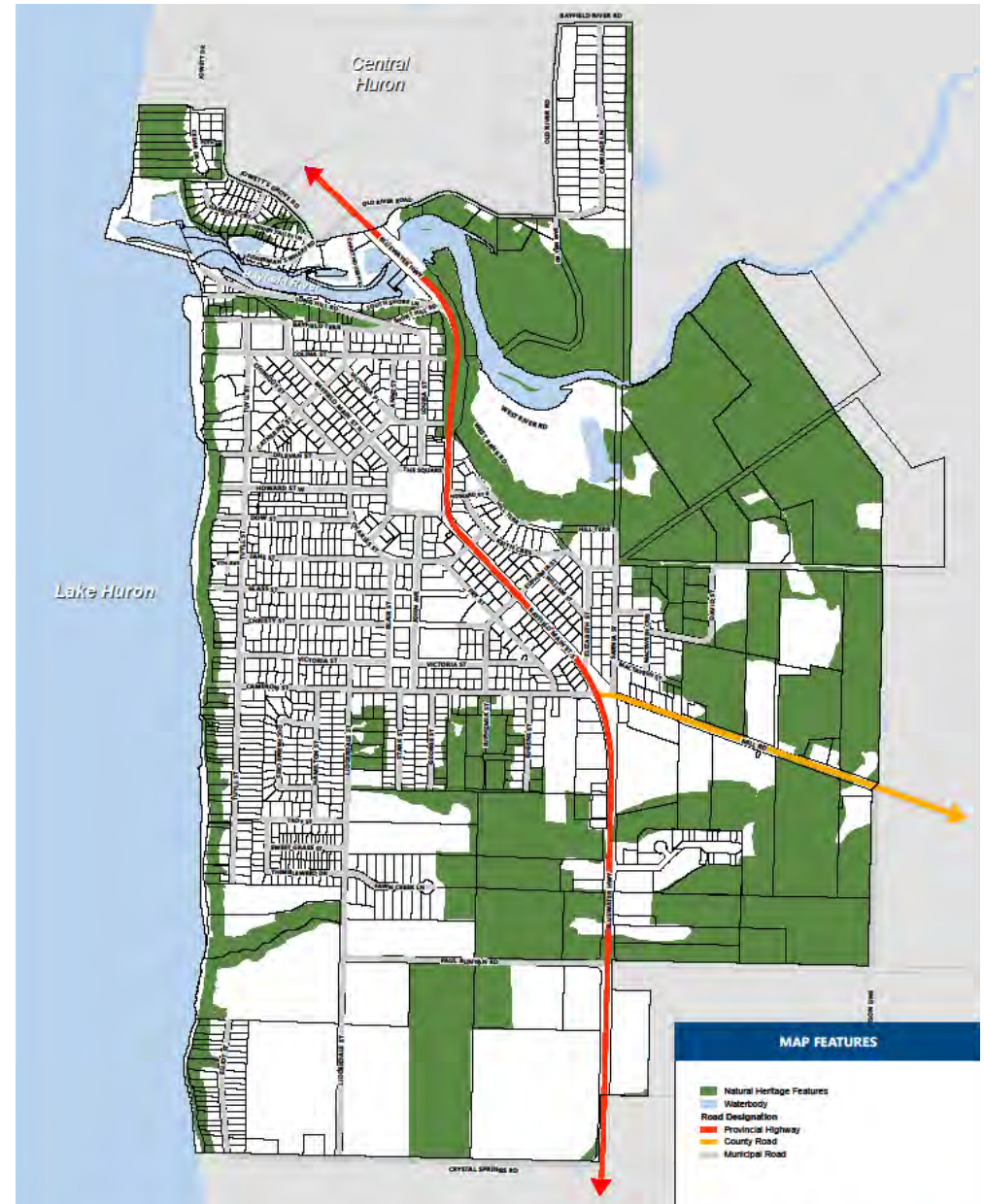
3.5 Natural Environment

Bayfield has the enviable position of being bordered by both Lake Huron and the Bayfield River; this privilege comes with great responsibility with respect to the protection of the natural environment.

The Bayfield Settlement Area has the highest percentage of natural area within its settlement area boundary when compared with other settlement areas in the County; of the 458 acres designated for future residential development, 284 acres contain natural environment features (which represents 62%). The protection of natural spaces must be carefully balanced with future development.

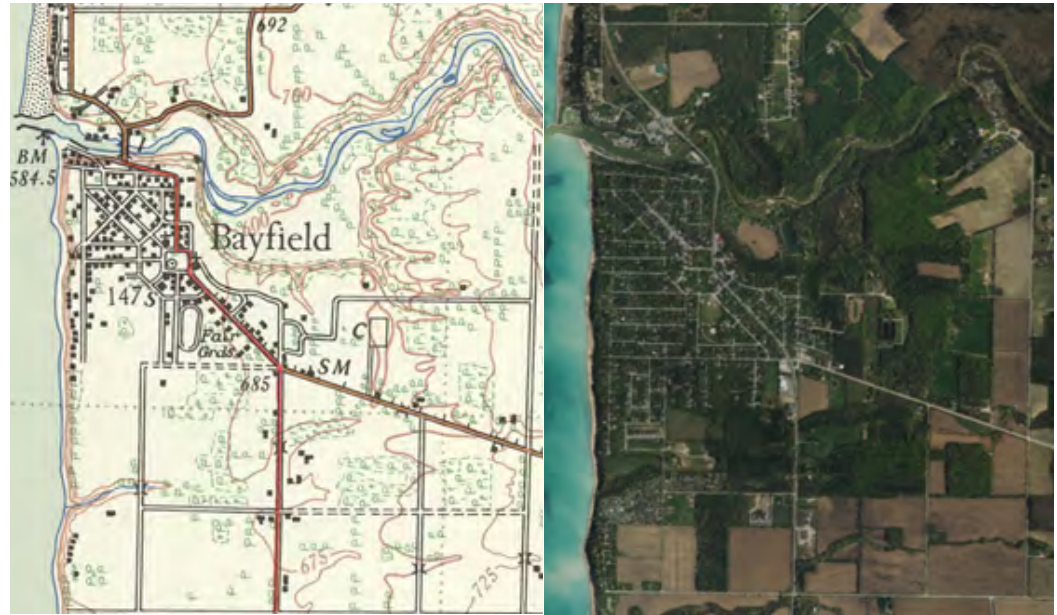
The vast natural spaces in Bayfield provide many ecological functions such as providing wildlife habitat, improving air quality, reducing stormwater runoff, mitigating heat, enhancing biodiversity, reducing soil erosion, and providing carbon storage and sequestration (Green Infrastructure Ontario, Benefits of the Urban Forest, 2016).

By protecting and enhancing natural spaces at the time of development, the Settlement Area of Bayfield will be better positioned to respond to changing climatic conditions. In this way, the natural spaces should be considered and protected as community infrastructure.



Goals

1. To protect, restore and enhance natural areas through wise management;
2. To protect water resources including groundwater, streams, gullies, Bayfield River and Lake Huron;
3. To promote bio-diversity within the Settlement Area;
4. To provide public access to natural spaces and work with community organizations to develop an integrated trail network;
5. To heighten public awareness, increase stewardship and enhance community cooperation for protection of the natural environment;
6. To protect people and property from natural hazards such as flooding, erosion, ice jamming and storm surges.



Excerpt from 1937 Department of National Defence Topographic Survey (Sheet: Goderich) and 2015 Aerial Image



Did you know? Some of the natural areas within Bayfield date back over 100 years while others have naturalized more recently. The maps above compare Bayfield's natural cover in 1937 and 2015. The series of aerial images of the same property (1978, 1999, 2006 & 2015) show how an area naturalized over a 20 year period. Rapid naturalization can be indicative of intentional planting or invasive species.

Policies

1. Areas designated Natural Environment include natural heritage features such as the forests and riparian area, natural hazards such as gullies, the shoreline and lakebank, and areas subject to flooding. Habitat for threatened or endangered species and the Area of Natural and Scientific Interest are also designated Natural Environment.
2. The majority of the natural areas within the Bayfield Settlement Area have been designated Residential and are anticipated to be developed. The Secondary Plan shifts this expectation to align with the Provincial Policy Statement and strike a balance between the protection of natural areas and the fact that Bayfield is a fully serviced settlement area to which growth is allocated by the County Official Plan. Development which is proposed either within or abutting natural areas must demonstrate no negative impact.

Areas designated Residential with a Natural Environment notification are lands on which development may be considered after an evaluation of the ecological function of the area is completed. An Environmental Impact Study will be required as a complete application for any large, undeveloped property at the time of re-zoning for development. Once a property has been evaluated, the portions of the property which are to remain in a natural state will be designated and zoned Natural Environment.

3. Where an Environmental Impact Study is supportive of development, new development will be required to submit a tree savings plan. Natural areas will be protected, restored and enhanced to protect their ecological function.
4. Development and site alteration will not be permitted in the Bayfield River Valley (defined from the top of bank to the corporate municipal boundary in the river) except for accessory structures and uses associated with hiking trails, marina, and flooding/erosion control in accordance with the requirements of the Ausable Bayfield Conservation Authority.
5. Development and site alteration will not be permitted on the Lake Huron bluff (defined from the top-of-bank to the toe-of-bank) except for accessory structures associated with walking trails, municipal parks, or flooding/erosion control.



Changes in lake levels have drastically reduced the amount of beach area in Bayfield. Extensive shoreline protection projects have been completed or reinforced to protect the bluff from toe erosion.

7. For land uses abutting natural environment areas, the Zoning By-law will establish setbacks and other measures to protect natural areas from development encroachment, and to protect development from natural hazards.
8. Environmental Impact Studies may be required to assess the impact of development within or adjacent to natural environment areas. Where Environmental Impact Studies are required, they should be conducted in two phases:

Phase I identifies the suitability of the site for the proposed development, including an inventory of the natural features and functions present on the site.

Phase II should identify conditions for development and any potential mitigation measures. The Phase I report must be reviewed and approved by the appropriate agencies before Phase II is initiated.

A pre-consultation meeting will establish the scope of the development proposal, identify the natural heritage and hazard issues to be addressed, determine if habitat for threatened or endangered species is present, detail the accepted methods of evaluating potential impacts, and specify the qualifications of personnel required to carry out these evaluations

9. The passive use of natural areas, including the development of trails, is encouraged.
10. Tree lined streets are one of the character defining aspects of Bayfield. Joint efforts between the Municipality, residents and volunteer groups will strive to preserve and renew the boulevard tree plantings. In addition to the boulevards, the preservation of the natural cover within the unopened road allowances is a priority.



The natural areas within Bayfield provide countless ecological services as well as providing residents with access to the physical and mental health benefits of being outdoors.
Photo credit: S. Johnston

Special Policy Area: The Flats

This property is a privately owned recreation asset that is made available to the public and maintained by volunteers. In 2016, the Bayfield River Valley Trail Association and volunteers raised significant funds to purchase the Bayfield River Flats property in perpetuity with the Huron Tract Land Trust Conservancy. The riverbank natural space in the old village boundaries of Bayfield is now permanently protected from development and remains a natural feature that provides scenic, environmental, historical and recreational importance. Designated Natural Environment, this property is located within the floodway or 'river flats' of the Bayfield River and provides significant recreation opportunities including hiking, fishing, kayaking and wildlife observation. This property should be connected to the south shore of the Marina with a public walkway located underneath the Bayfield River Bridge.



Special Policy Area: Former Landfill

A Special Policy Area applies to a former waste disposal site located on David Street.

In 1950, a landfill, operated by Stanley Township commenced operation in an existing ravine which ran northward from David Street at Lot 4, Ranges B and C. The site operated as a landfill until 1975.

In 2017, the Municipality retained Englobe Corp. to conduct an assessment of the lands with the requirements of the Ontario Ministry of Environment “Guideline D-4: Land Use on or Near Landfills or Dumps”. The assessment comprised of soil, groundwater, surface water and methane testing to determine whether potential development within the 500 metre buffer would be impacted by the former landfill and the extent to which the buffer zone could be permanently reduced in order to expedite future development.

While the Englobe assessment was able to release many of the surrounding properties within the 500m buffer from the requirement to do further study, the site of the former landfill itself was not released, nor were the lands to the north (which were inaccessible for the purpose of testing). As such, the Special Policy Area is established to note this development constraint. Between 1975 and present day, the former landfill property has naturalized and an

environmental land use is considered the highest and best use.

The location of the landfill and the area of continued development restraint are mapped on Appendix I.



3.6 Harbour and Open Water

The Marina designation applies to lands surrounding the mouth of the Bayfield River. The marina is contains several different areas: the federally owned portions which are rented out to primarily pleasure craft and some fishing boats, Harbour Lights Marina on the North side and South Shore Marina.



Goals

1. To maintain public access to the waterfront on the south shore;
2. To maintain access for pleasure boats and fishing industry boats.
3. To protect and revitalize the North shore for marine-related businesses and activities;
4. To celebrate the rich marine history of Bayfield.
5. To respect the natural hazard functions of the River and Lake.



Policies

1. Preserve built cultural heritage fabric through the maintenance of the remaining buildings on the North shore of the marina.
2. The land on the south side of Fisherman's Wharf Road is owned entirely by the Federal Government (Department of Fisheries and Oceans). Some of the buildings are representative of fish huts and should be retained for cultural heritage value. Other buildings are of declining repair; the Municipality should work cooperatively with the Federal Government to pursue opportunities to revitalize the appearance of the north shore.
3. Promote public access along the south side, reestablish public access to north side.
4. Bayfield's marine history should be communicated and promoted through interpretive installations including signage, public art and landscape architecture.
5. Any development in the marina is required to comply with marine archaeology assessment requirements.
6. The design of buildings, uses and landscaping will be compatible with the existing development and uses within the Marina, and will be appropriate for a nautical location and of historic character, where appropriate.
7. Only marine-related and accessory tourism businesses are permitted to locate within the Marina designation. Temporary commercial uses, such as the renting of

paddleboats or kayaks, is permitted on the south side provided no permanent facilities are required and said businesses obtain a license from the Municipality.

8. There is a prevalence of boat storage on the north shore during the off season. This land is considered prime for other marine purposes and the storage of boats should be encouraged to locate elsewhere.
9. Proposals for new or expanding development will site and design building facilities that:
 - a. Consider site topography, vegetation, soil, and drainage;
 - b. Are compatible with surrounding uses;
 - c. Are designed to integrate with the waterfront setting;
 - d. Consider nearby heritage resources;
 - e. Are serviced by municipal water and sewer; and
 - f. Where owned by a government entity, the public will have access to the waterfront.
10. An EIS may be required to assess the effect of a proposed development on the natural environment and to determine, where appropriate, measures necessary to mitigate impacts. Studies may also be required to satisfy the requirements of the Ausable Bayfield Conservation Authority.

Special Policy Area: 1 South Shore Lane

The South Shore Marina was closed in advance of the construction of the new Bayfield River Bridge. A marina use should be re-established in this location. A walking trail under the new bridge to connect the marina to the Bayfield River Flats property is also a priority for this area.

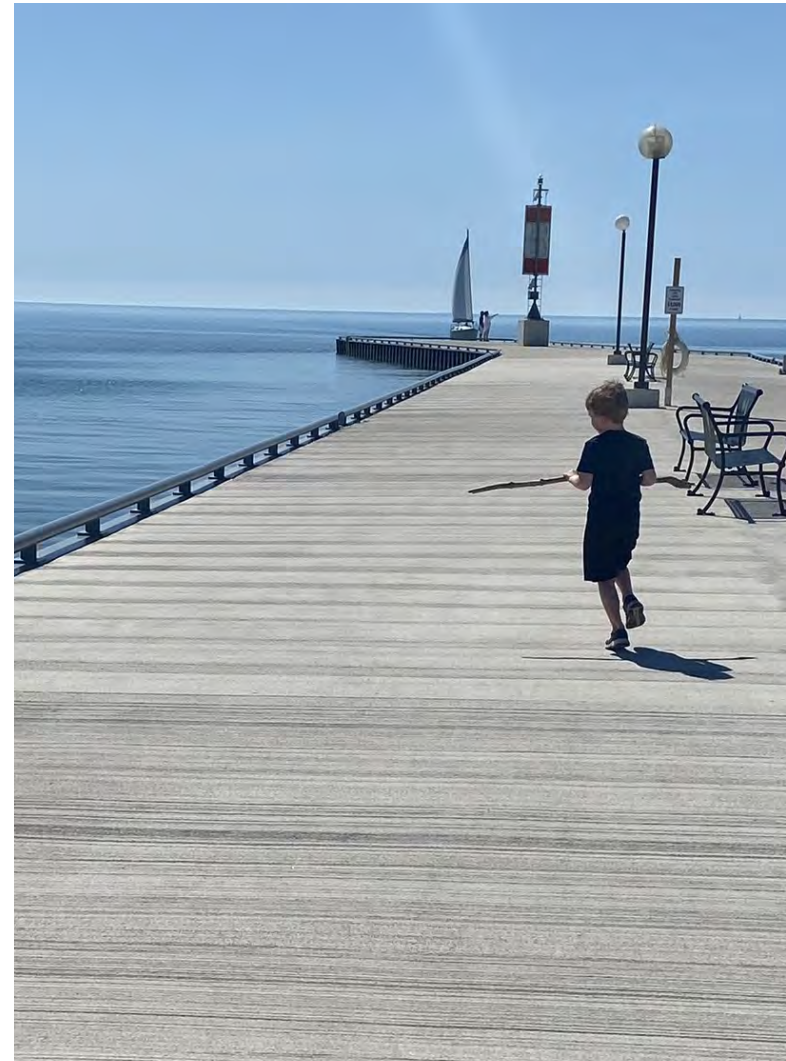
Special Policy Area: 32 Fisherman's Warf Road

This property is currently owned by the Municipality of Bluewater and utilized as a pumphouse location. The use of the property could be enhanced to include rental space for a seasonal business.



Open Water

1. The Open Water designation includes the Bayfield River and Lake Huron between the shore and the corporate municipal boundary.
2. The Open Water will be kept free of structures except for those required for shipping, navigation, flood/erosion control, harbour protection and walls, and the Highway 21 Bridge.
3. Piers, docks, groynes, retaining walls, breakwaters and similar structures will be permitted with appropriate environmental impact assessments in accordance with the requirements of regulating agencies.
4. Land reclamation activities by major backfilling to increase the land area for marina uses may be permitted subject to:
 - necessary studies of the effects on sedimentation, river flows, flooding, ice jamming, erosion, marine archaeology and other possible effects;
 - the approval of regulating agencies, and
 - an amendment to the Official Plan and Zoning By-law.
5. The general location of lands designated as Open Water are shown on the Land Use Plan.





4.0 Community Wide Policies

4.1 Accessibility

It is a priority to provide high quality public spaces which are accessible to all abilities. Initiatives to provide access to all spaces including parks, the beach and natural areas will be promoted.

Accessibility initiatives will include:

- Multi-use pathways within new developments will be AODA compliant.
- There are some trails in Bayfield which do not currently and are not anticipated to meet AODA compliance. Efforts should be made to designate certain trails as meeting a high accessibility standard.
- Promote the building of accessible and visitAble dwellings;
- Require sufficient barrier free and limited mobility parking spaces;
- All street furniture, including benches, planters, signage, waste receptables, and public art shall be located outside of the main pedestrian corridors to ensure clear, unobstructed pathways.
- Trees are encouraged in proximity to pedestrian pathways to provide shade, traffic calming, sense of enclosure, etc.; trees should be planted as close as possible without the need for sidewalk cutouts.

4.2 Community Safety

The design of the public realm and built form can have a significant impact on the degree to which a space feels comfortable and safe to the user. The principles of Crime Prevention Through Environmental Design (CPTED) should be incorporated into the design of new commercial, mixed-use and/or multi-unit residential development.

These principles include:

- Site planning and building design should allow for visibility into public spaces. There are a number of spaces within Bayfield presently, such as Agricultural Park, where limited visibility exists.
- Clear delineation between public and private realm. Maintenance of safe sight lines at intersections.
- Promotion of ‘eyes on the street’ or informal surveillance through seating areas in the front yards (ie. front porches) and windows along streetside facades;
- Design which provides natural surveillance opportunities.
- Adequate lighting should be provided along streets to promote pedestrian comfort and safety.
- Lighting should be designed in accordance with dark sky standards (ie. directed downward and inward) to the extent feasible.
- On-going property maintenance.

4.3 Active Transportation

The way in which people move throughout Bayfield is an example of the 'Shared Space' concept devised by Dutch traffic engineer, Hans Monderman: "remove traffic lights, signs, crosswalks, sidewalks, lane markers and even curbs so that pedestrians, motorists and cyclists must negotiate their way through the streets by interacting with, and reacting to, one another" (Source: www.pps.org/article/hans-monderman).

There are no sidewalks within the Village of Bayfield outside of the Main Street. Historically speaking, the lack of pedestrian infrastructure is a product of the rural development standard employed during the Village's development (ie. roadway with ditches). Presently, residents have stated a preference to 'share the road' rather than see sidewalk infrastructure incorporated into new or existing developments. The only exception to this is along the Hwy 21 corridor along which the lack of active transportation infrastructure is identified as a barrier.

Cycling is a popular activity within Bayfield and the Village serves as a regional destination for area cyclists. Within Bayfield, there is little formal cycling infrastructure in terms of bicycle lanes or separated bicycle paths. There are bicycle racks located outside commercial establishments and at various intervals in the downtown. Desire for a separated corridor for cyclists and pedestrians has been expressed through public consultation.

The community benefits of active transportation are multi-faceted:

- improved public health;
- improved air quality (due to less vehicle travel);
- reduced contributions to climate change;
- improved vibrancy and liveability (due to people being 'out and about' in the community); and
- beneficial for vulnerable population groups who are not drivers (children and teens, people with lower incomes, people with disabilities, elderly).



While the 'share the road' approach works in many instances, in new areas, a separated trail is desired, similar to the Friendship Trail in Niagara Region as depicted.

Schedule 'M' of the Bluewater Municipality Official Plan identifies all the municipal roads within the Town of Bayfield. The classification of roads based on ownership and function are found in Schedule B. Bayfield is located on Bluewater Highway, also known as Kings Highway 21, between Goderich to the North and Grand Bend to the south. This major transportation route bisects the Village and has posed a challenge to active transportation. Traffic counts were collected in the summer of 2021 at the Hwy 21, Mill Road and Cameron Street intersection to assess needs for future upgrades/alterations.



The existing ditching treatment on the west side of Hwy 21 leaves little space for an active transportation corridor.



Recommendations

1. Designate unopened road allowances of Margaret Street and Lidderdale Street as Open Space. These areas are well travelled and are an example of informal, linear parks facilitating active transportation.
2. Designate unopened road allowances of Glass, Christy, and Victoria Streets in between John Avenue and Blair Streets as Open Space.
3. Pursue pedestrian crossing over Highway 21 at Howard Street and Cameron Street.
4. There is evidence of active transportation in areas of the Village where no infrastructure exists – often referred to as ‘goat paths’, the evidence of active transportation is visible in all seasons. The locations of noted ‘goat paths’ are as follows:
 - a. The municipally owned land between Tuyll and Troy Street. This area currently contains stormwater management infrastructure but could be re-designed to also include an enhanced pedestrian and cyclist connection.
 - b. Victoria Street at unopened road allowance of Margaret Street.
 - c. Glass and Christie Streets between Blair Street and John Avenue.
 - d. Christy Street as it travels through Agricultural Park.
 - e. East side of Hwy 21 road allowance between Mill Road and Elizabeth Street
5. Designate Troy-Tuyll Street connection as Open Space and pursue enhanced (ie. widened trail bed) connection.
6. The municipally owned section of land at the end of Eugene Street is designated as part of a future East-West pedestrian connection through the Village. The goal is to link Lidderdale Street with Eugene Street or ideally, the grocery store. This connection will be made possible through the cooperation with private landowners and at the time of development, pedestrian connections will be required.
7. Use community bikes/carriages to alleviate parking issues
8. Reassess 20m road cross section for collector streets, such as Lidderdale, to determine opportunities where no sidewalks are provided but a two-directional sidepath is included on one side, in lieu.
9. Pursue Highway Speed reduction at north and south with MTO. Speed limit on County Road No. 3 (Mill Road) reduces to 60km at Water Tower/Woodlands.

4.4 Energy Conservation and Sustainable Development

The continuation of low density development has significant public and private costs: loss of farmland and natural areas, increased auto-dependency and associated negative impacts on human health and the environment, and development which is more costly in terms of municipal services and infrastructure.

The Village will aim to reduce greenhouse gas emissions by relying less on non-renewable fuel sources through:

1. the promotion of alternative modes of transportation, including the development of pedestrian and bicycle paths;
2. developing land use patterns to reduce the length of required trips between home, work, shopping, and recreation areas by maintaining a compact and continuous form, permitting increased density where appropriate; and encouraging mixed use development;
3. the incorporation of low impact design (LID) elements within new developments;
4. the promotion of adaptive reuse of existing structures;
5. requiring that commercial and residential development with over 30 parking spaces include electric vehicle charging stations and bicycle parking facilities;
6. establishing street trees in areas where few exist (eg.

7. Ducharme Crescent & Hamilton Street); and
7. requiring new developments to prepare and follow tree saving and tree planting plans.



Blue Bayfield has been recognized as a leader in community initiatives to reduce single use plastics.

Energy Conservation & Sustainable Development Recommendations

The following are recommendations to protect the aquifer, avoid groundwater complications for development, and promote sustainable stormwater management practices:

- All unused drinking water wells be properly abandoned as per Ontario Regulation 903.
- Avoid building in flood prone areas. In certain areas of Bayfield, basements are not compatible with the high water table and should be avoided.
- Maintain high percentage of permeable surfaces – manage stormwater but also more compatible with Bayfield aesthetic (gravel laneways rather than paved, natural landscaping, stepping stones rather than continuous pathways, etc).
- Promote the use of rain barrels in new and existing dwellings and commercial properties.
- Protect groundwater recharge areas such as the unopened road allowance between Dow and Jane Streets.



4.5 Civic Pride and Authenticity

Bayfield’s unique character is a product of the physical, urban design of the community but also of the intangible. The next several sections explore how the character of the Village can be reinforced and celebrated through cultural heritage assets, storytelling, street names and public art.

Cultural Heritage

Bayfield is rich with built cultural heritage assets: the harbour, Clan Gregor Square, the buildings ringing the Square and along Main Street North and many distinguished residences. The Village also boasts several areas that could be considered cultural heritage landscapes including the cemetery property and the view of the Lake, as seen through the harbour from the bridge.

The distinct character and value of the commercial landscape in Bayfield was formally recognized in 1984 with the designation of Heritage Conservation District. The District applies to properties around Clan Gregor Square and Main Street North though some did opt out of the original Plan. Main Street North is the connecting artery of the District being anchored by green spaces at the north with Century House, and south with Clan Gregor Square. Starting from Clan Gregor, Main Street North features a commercial corridor before opening up north of Catherine Street, featuring residential homes on large lots towards

the northern extent of the street.

More history about the cultural heritage value of the district is provided on the Canadian Registrar of Historic Places:

“The Village of Bayfield, located to the south of Bayfield River and bounded in the west by Lake Huron, is the second oldest community in Huron County. It was surveyed in 1828 and laid out by Captain Wolsey Bayfield in 1832 for Baron de Tuyll who purchased three thousand acres in the area. Although he never visited the site, a town plan was made and settlement commenced in 1830. The business district of the Village has remained in its original location on Main Street despite the new development. Clan Gregor Square was originally bisected by Main Street; however it now operates as a large central park.”

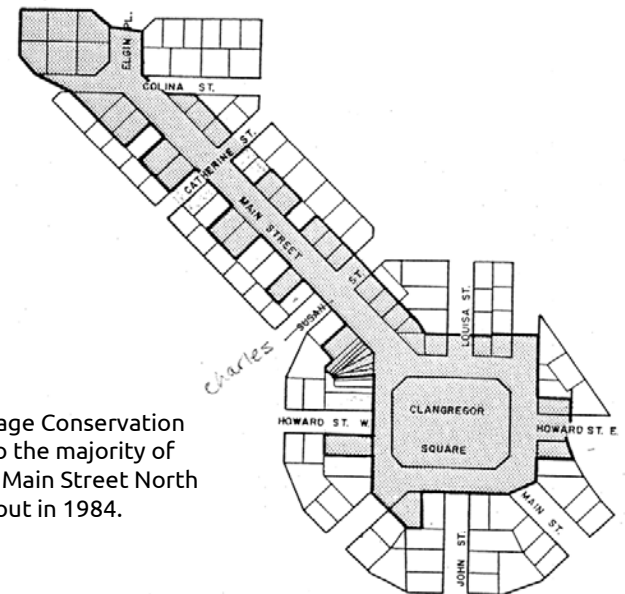


Image: The Heritage Conservation District applies to the majority of properties along Main Street North but some opted out in 1984.

The Village of Bayfield Heritage Conservation District is the traditional commercial core area of Bayfield and is composed of historic residences and commercial buildings, such as hotels, stores and civic buildings. The current Bayfield community is primarily residential; but the commercial district's mid-nineteenth century quality of the architecture set within a natural landscape has created a regional tourist area.

Buildings of significant heritage are located within the district such as the Albion Hotel 1840, The Little Inn 1847, four pre-1850 stores and many old residences one example being the Moore Residence 1862. The Village of Bayfield Heritage Conservation District differs from most other late nineteenth century streetscapes in Canada, which feature a tightly connected group of similarly built brick commercial blocks. In Bayfield, the Main Street and Clan Gregor Square are a loose assembly of buildings and spaces.

The Village of Bayfield Heritage Conservation District is composed of both commercial and residential buildings, which vary in their age, style and quality of construction. However, the early 1830s two-storey buff brick commercial buildings on Main Street are harmonious in design and appearance, lending architectural integrity to the landscape. Architectural compositions such as the groupings of the Albion Hotel, Rogers' Residence, Little Inn and Graham's Store exist at the key corners of Main Street forming successful termination points for the district.

The network of village streets crossing through Main Street illustrates the importance of this commercial district. Clan Gregor Square is composed of six acres surrounded by maples on all sides with an avenue situated diagonally through the centre where Main Street was once located. The open space on either side of the current Main Street, between the road and lots, is approximately 50 feet wide and is composed of a gravel shoulder used for parking as well as a grass boulevard with trees and a footpath. Main Street itself is 120 feet in width, which has allowed the full growth of its numerous trees and illustrates the district's notable interaction between commercial and natural landscapes. The buildings along Main Street are primarily detached and unrelated to each other but joined visually by the profuse treescape and gardens. In order to preserve the historic 1800s atmosphere and harmony of building design and scale within the District small details such as signs, lights, sidewalks, parking and street furniture are designed and regulated accordingly".

In addition to the District, there are two private residences in Bayfield which are designated under Part IV of the Ontario Heritage Act: Orlagh (41 Bayfield Main Street South) and the Hunter Residence (1 Anne Street). St Andrew's United Church and The Little Inn were also both initially designated under Part IV and then included in the District.

The Village also contains 11 properties which are listed by Municipal Heritage Committee as having Cultural Heritage Value. All are located in the Core Area of Old Bayfield at the following locations:

- 46 Bayfield Terrace (Pioneer Park)
- 6 Bayfield Terrace
- 26 Bayfield Terrace (The Hut)
- 32 Bayfield Terrace
- 51 Bayfield Terrace
- 52 Colina Street (The Lighthouse)
- 8 The Square (Connor House)
- 1 Bayfield Road (Pollock's Corners)
- 1 Tuyll Street (Metcalf House)
- 15 Anne Street (private residence)
- 10 Keith Crescent (Trinity Anglican Church)



52 Colina Street
Image Credit: S Johnston

Archaeological Resources

Bayfield's archaeological resources are not well documented though private collections are held by local residents.

Much of the Bayfield Settlement Area is deemed to be an area of high archaeological potential; this means that when development is proposed, Archaeological Assessments will be required to demonstrate that no archaeological resources exist or if they exist, are addressed appropriately.

Marine archaeological assessments will be required for any development in the Harbour or Open Water designations.

Recommendations for Built Cultural Heritage Resources:

- Update Heritage Conservation District Plan as soon as possible;
 - The Plan and accompanying Guidelines are considered vital to ensuring the heritage features and character of the District is conserved and enhanced through future development proposals.
- Consider the expansion of the District to include select residential streets (e.g. Colina would be an excellent candidate); and
- Pursue additional individual designations of properties and support conservation efforts through the Municipality's Community Improvement Plan.

Storytelling

Bayfield is a Village of many stories: from its' marine beginnings, to a horse and carriage village, to present day, the stories of the people and places that shaped the Village over time contributed to one's understanding of and appreciation of this unique space.

New developments should incorporate local storytelling within park design, landscape architecture, modest signage installations, and public art.

For example, the story of 'Why doesn't Victoria Street line up?' is one that could be told in the new park, located at the western terminus of the street.



A recent installation outside of the Bayfield Library is an excellent example of story-telling which incorporates urban design and public art. A tribute to Bayfield's namesake, Admiral Henry Wolsey Bayfield, it includes a nautical themed plaza that leads participants to a series of interpretive boards. There are many opportunities to tell stories related to the physical design of Bayfield. For example, the embankments in the Bayfield River are reminders of one of many former bridges in Bayfield. Signage installations at the harbour help to illustrate the many structures that have served the Village over the years.

Street Names

The majority of street names in Old Bayfield were laid out in the original town plan. Over the years, as new streets were created, they were named for the person involved in the development of the area, such as Ducharme Crescent or Paul Bunyan Road. Some of the most recent streets include Fawn Creek, Thimbleweed, and Sweet Grass reflect the meadow environments within which the developments were established.

Moving forward, all new street names in Bayfield should be required to relate to a person, family, event, Indigenous origin, or cultural tradition associated with the pride of Bayfield.

Did you know? Carriage Lanes is aptly named. This area of Bayfield was home to Penhale Wagon and Carriage Works Ltd. Tom Penhale, a local craftsman, built many finely crafted horse drawn wagons. In the 1980s, was Tom selected by the Walt Disney Company to build what became known as 'The Disney Wagon'; a custom wagon painted four different shades of blue, trimmed in 22 karat gold and with lettering in silver spun with cotton (Source: Huron County Museum Archives). This is an example of the authentic story telling that can be promoted through street naming.

Recommendation

Pass a Street Naming Bylaw which requires that the names of streets be connected to Bayfield, the former Stanley's community, culture and heritage and/or pre-settlement heritage (in partnership with local Indigenous Nations).

Public Art

Public art installations are encouraged to foster community identity through the interpretation of local history, traditions and culture. Public art should be located in publicly-accessible areas, such as public parks, courtyards, gateways and civic building sites, for the purposes of bolstering the community's character and identity.

Bayfield's most famous piece of public art is arguably Captain Harry. An iconic figure on Main Street, this installation is not only a nod to the community's marine history, but is also a wayfinding destination. Other pieces of public art on Main Street are the anchor in front of the Bayfield Archives and the 'red pump'.

New art is encouraged particularly within the Heritage Conservation District, the Marina, and community parks and open spaces. Where a residential development desires a gateway feature, public art is the only built form gateway that will be entertained.

The integration of public art should be done in keeping with the municipal policy. It is recommended that the Municipality engage with the Bayfield Centre for the Arts to develop a policy that includes direction on:

Subject matter

Types of art (independent, site specific, integrated);

Location;

Themes;

Acquisition; and

Maintenance and Duration of installation.



Some potential locations for public art include:

- Main Street wayfinding feature for Mara Street connection to harbour;
- Mural wrapping the northwest corner of Community Centre;
- Functional installations in the new 'pocket lakeside parks' at Howard and Victoria's westerly terminuses in the form of seating or landscaping;
- Agricultural Park - celebrate the strong connection to agriculture in surrounding area;
- Harbour - highlight the importance of protecting Lake Huron and other Great Lakes;

Developments that include space that will attract significant pedestrian traffic are strongly encouraged to include public art in the design of the building and/or site. The inclusion and installation of public art as part of public infrastructure projects will be considered where appropriate.

Recommendation

Partner with Bayfield Centre for the Arts on Public Art Policy with generally follows the following: subject matter is to be reflective of Village heritage, notable persons and/or events; public works consideration, maintenance, variety of installations, and duration of installations (permanent or temporary)





5.0 Urban Design Direction

Bayfield will continue to be designed and planned as a complete community where people are able to walk or cycle to community amenities and focal point areas. New Areas will be well connected to the surrounding area and will be designed to ensure walkability.

The following design policies have been established in order to guide future development in the Settlement Area of Bayfield. These policies will in part be used to inform the design of future subdivisions within Bayfield.

5.1 Public Realm

Street Layout

The original street layout of Bayfield was designed with a wheel and spoke plan. Much of it remains intact today with Clan Gregor at its centrepoint and Louisa, Main, Howard, Municipal and John Streets radiating outwards and Charles Street forming the second ring. The section of Lidderdale between Jane and Dow Streets was closed and merged with the abutting residential fabric. Further closing of planned road allowances should only be for purpose of converting to parkland and open space (recognizing that some unopened road allowances do contain horizontal infrastructure).



The 'wheel and spoke' plan of Bayfield's original design. Source: Excerpt from 1862 Huron County Atlas.

To reflect the unique desire of Bayfield not to have a separated pedestrian realm (ie. no sidewalks), the streets must be designed to convey a strong sense of consideration for those walking, rolling and cycling through traffic calming design (narrow streets, on street parking, etc). Within new subdivisions this may mean limiting the inclusion of long 'straight-away' streets that tend to encourage higher speeds.

New subdivisions should be developed with a well-connected network and hierarchy of streets, paths and trails that enhance connectivity and safely accommodate various modes of active transportation, including walking and cycling.

Generally a grid or modified grid road pattern is encouraged to promote walkability and connectivity. Cul-de-sacs should generally be limited but may be permitted where lot configurations make alternative road layouts challenging. Where culs-de-sac are provided, the preference is for short culs-de-sac with blocks that facilitate active transportation connections and infrastructure looping.

New streets shall be designed in accordance with municipal standards. Consideration should be given to narrower pavement widths to allow for larger boulevards that accommodate street trees. Generally, narrower streets provide natural traffic calming. Street trees shall

be provided within the public right-of-way along all new streets.

New streets should align with existing streets wherever possible. For example, the extension of Troy to the east should be contemplated in the future development of the two parcels on the east side of Lidderdale. Offset intersections should be avoided where possible.

New subdivisions should be designed with an overall goal of community connectivity and walkability. Development and road patterns that isolate a new community from surrounding properties are discouraged; for example backlotting is to be avoided or buffered by a community trail. Where a new development or subdivision abuts vacant future development land, consideration shall be given to future connectivity, including the provisions of road stubs to allow for future connections.

To promote connectivity and the efficient extension of services, no condominium developments will be approved without a publicly owned main access road which provides a connection to abutting lands.

The unopened section of Paul Bunyan Road between Bluewater Hwy (Hwy 21) and Wildwood should be promoted as a trail. In future, should this section of road be deemed not necessary as a road, it should be retained by the municipality for active transportation purposes and not sold privately.

The Hwy 21, Cameron Street, Mill Road intersection was noted through the public consultation period to be problematic due to its design and lack of pedestrian crossing. Municipal, County and Provincial staff need to be involved in developing Terms of Reference for cumulative impacts of increased traffic volumes on this intersection such that successive developments are responsible for contributing to the costs involved.

The development of the cemetery access into a full municipal road could be considered with a cultural heritage impact assessment; the full municipal road would not extend into the cemetery but rather serve new development north of Mill Road.

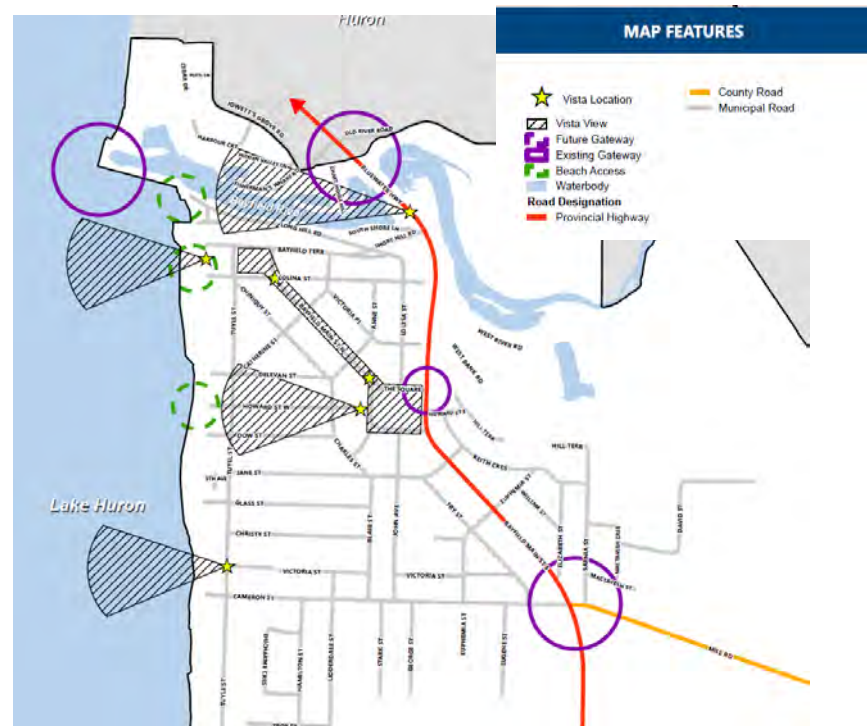


This conceptual drawing outlines how an extension of MacTavesh Street to the existing cemetery access could facilitate increased development north of Mill Road (County Road 3) without requiring multiple new access points.

Gateways

Bayfield has four (4) gateways: three (3) by road, and one (1) by water. The harbour is the original gateway into Bayfield and remains an actively used entry point by many visitors. This gateway is supported by the marina services and physically connected to Main Street by the Mara Street pathway.

Two main gateways are located at The Square and Hwy 21 (at the north east corner of Clan Gregor Square) and intersection of Cameron Street, Mill Road and Hwy 21. It is anticipated that Paul Bunyan and Crystal Springs Roads will grow as main gateways as the south end of the Village develops.



The entry to Bayfield should feel distinctive and convey a 'sense of place' upon arrival. Community character should be promoted through distinct landscaping, public art and/or built forms that signal entry.

Development of the vacant parcel at the northwest corner of Hwy 21 and Crystal Springs Road will result in the creation of a secondary gateway, as this property marks the southern entry into Bayfield. Enhanced streetscape and landscape design, particularly at the intersection will be required to ensure an attractive entrance to Bayfield in this location. Consideration should be given to future wayfinding signage in this location.

Gateways into neighbourhoods should not be as distinct. There should be no signage for developments or 'named communities' within Bayfield. Neighbourhoods should blend into existing development and not strive to be unique or 'independent' in their design. Public art is an acceptable form of gateway so long as the installation conforms to the Village's Public Art Guidelines.

Landscape elements are desired over built form elements at community gateways. Built form gateway elements are encouraged at public spaces (parks, squares, etc) to define and invite entry.

Parking shall not dominate the street edge at gateway locations.

Multi-Use Paths/Trails

There are many existing trails within Bayfield, maintained by the Bayfield River Valley Trails Association (see Active Transportation Map. In addition to publicly promoted walking trails, there are a number of private walking trails, such as the trail through the forest at The Mews.

The original Plan for Bayfield, Plan 147, contained a number of streets which have not been opened. The road allowances for these intended streets remain on the landscape and have been used for years as walking paths. The unopened road allowances are grassed and in most cases, are lined with vegetation. The north-south orientation of these spaces leads to one experiencing the space more as a linear park than a pathway. The unopened road allowances, being 66 feet in width, are sufficiently large enough to provide other functions such as a corridor for buried infrastructure, the planting of diverse tree species and to act as a wildlife corridors through the Village.



The 'linear parks' are to:

- Be retained by the municipality for public purposes;
- Have the road allowances formally closed;
- Continue to be utilized for buried infrastructure;
- Be replanted where possible;
- Be designated Parks and Open Space and zoned Open Space (OS1);
- Remain in their present condition with a few modifications:
 - The portion of Christy Street between Blair Street and John Avenue should be made fully accessible. This location is key as it is the connection point between the west half of the Village and the community mailboxes and entrance to Agricultural Park.
 - The section of the Margaret Street allowance between Dow and Jane Streets should not be utilized or promoted as a park or pathway but rather recognized as an area which attenuates stormwater.
 - Entrances to the linear parks should be better defined with landscaping, public art or historic gates. Signage should be avoided as much as possible but 'naming' the parks is encouraged to foster a sense of identity, community ownership and public recognition. Suggestions: Former Margaret Street could be 'Margaret's Way'.

A new recreational trail or multi-use path is envisioned throughout the South of Cameron section of Bayfield and eventually extending out to meet the existing trail network in the Ranges.

The new path will have linkages into Old Bayfield and the commercial areas.

- The multi-use path shall be accessible.
 - A trail within a forested area shall be accessible to the extent possible but is not anticipated to reach AODA standards.
 - Existing walking paths through unopened road allowances are not hardened and therefore do not lend themselves to year round maintenance but allow for seasonal use.
- The material of the path should be appropriate to surrounding natural features and anticipate type and frequency of use.
- Multi-use pathway should feature signage, seating, lighting and bicycle parking at appropriate intervals to allow comfortable use by individuals of all abilities.
- Where the multi-use pathway crosses local, arterial or collector roads, appropriate crossing signage and safety treatments shall be installed in accordance with municipal standards.
- Vacant parcels south of Paul Bunyan Road (between Highway 21 and Lidderdale Street) are separated by a large plantation woodlot. Trail connections through this feature are encouraged to allow for east/west connectivity between future residential developments.

Streetscape Elements

Bayfield has a unique streetscape in that the infrastructure along interior roads includes roadside ditches and no sidewalks. The Main Street streetscape was re-envisioned in 2021 and is proposed to feature improved drainage, exposed aggregate sidewalks and buried hydro infrastructure. This work is considered to be in keeping with the heritage aesthetic of Main Street while improving the four-season experience for residents and visitors and enhancing accessibility for all.

Streetscape designs should foster a sense of place, promote social interactions and include informal wayfinding. The following are recommendations for keeping with the Bayfield aesthetic:

- Limited hardening of surfacing (ie. gravel parking areas);
- Utilization of bricks or crushed stone for pathways where necessary;
- Wooden bollards or cedar rail fencing to define the boundaries of a park or parking area;
- Use of natural materials (ie. wood) in signage, waste receptacles, art installations;
- Provision of adequate space to facilitate the planting of large canopy shade trees;
- Reinforcement of community character through street furniture (light standards, seating, bicycle stands, etc).

The future development of large vacant properties within the South of Cameron area will have considerable impact on the existing streetscape in this area. For those entering Bayfield from the south, the parcel at the northwest corner of Highway 21 and Chrystal Springs Road will be the first impression of Bayfield as a community.

Through future plans of subdivision streetscape plans and tree planting plans shall be required with particular focus on the streetscapes along existing municipal roads (Lidderdale Street, Crystal Springs Road and Hwy 21). Backlotting will not be permitted along Lidderdale or Crystal Springs Road and road layouts should be designed to avoid backlotting in these areas. This can be achieved through the provision of rear lanes, window streets, and enhanced side yards along these streets.



Throughout Bayfield there are many examples of streetscapes where the landscaping completely screens the built form. This type of intensive planting is not ideal in front yards but may be a design solution where a lot abuts a public space or includes backlotting (for example along Hwy 21).

The existing trees along the Highway 21 frontage shall be maintained if possible and in this location backlotting may be acceptable provided the rear yards and rear elevations are screened from Highway 21 by the existing mature trees.

Treescape

Trees are one of the most defining features of Bayfield – not only providing vast environmental benefits but as one of the contributing elements of the Village’s identity.

- Comprehensive tree planting within the right of way should be given priority wherever possible;
- Native species preferred where possible. Consideration should be given to location and conditions (road salt, drought, compaction, soil type, etc);
- Street trees should provide a large canopy where possible;
- Spacing and species selection should be coordinated with street lights, driveways, and underground utilities to ensure optimal growing conditions.
- Variety of tree species is encouraged to promote biodiversity and promote resilience;
- Street trees should be located between property line and street edge;
- New Plans of Subdivision are required to provide a Tree Planting Plan; and

- Driveways shall be located to maximize tree planting opportunities. For townhouse developments this may mean pairing driveways for interior units to allow for a street tree in front of each unit.



Viewsheds

Visual relationships within and between spaces is an important consideration of place-making and streetscape design. A viewscape can include scenes, panoramas, vistas, visual axes and sight lines. There are several iconic viewscales within Bayfield that should be preserved and protected.

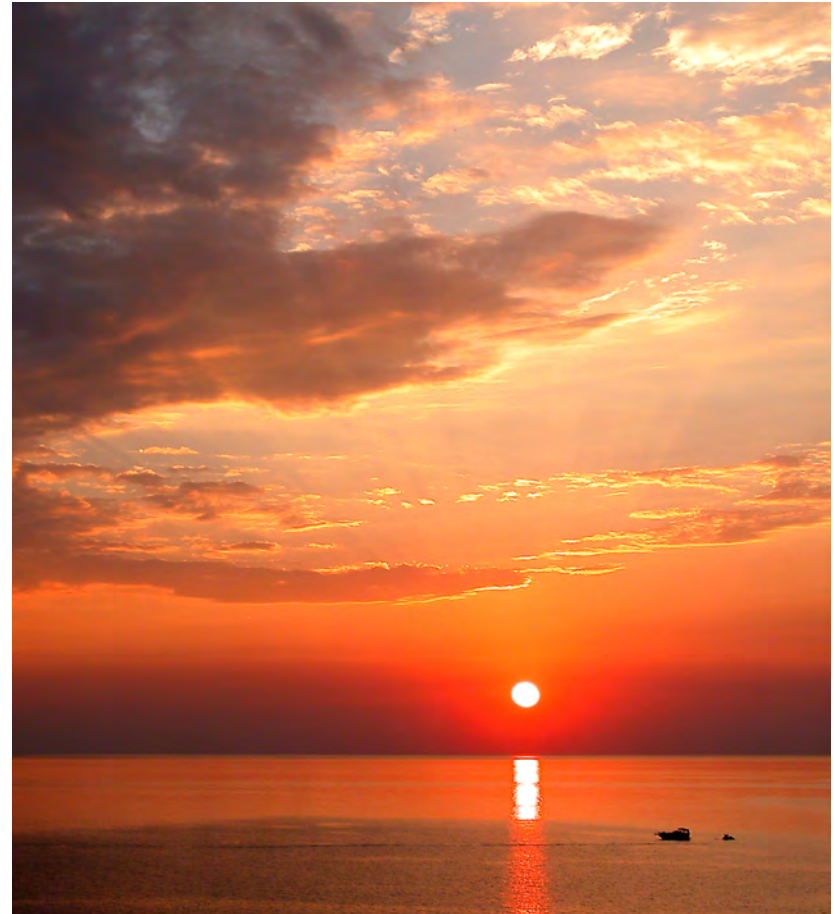
Clan Gregor Square and the Century House property anchor Main Street with views terminus. The vegetation, specifically the tree canopy, along Main Street frames these important views.

The view of Lake Huron is most often appreciated from either Pioneer Park or the pier/Long Hill Road. Additional, top of bank, viewing points are proposed at Howard and Victoria Streets. Views of the Lake will be enhanced through selective trimming only with consideration for the stability of the lake bank.

One cherished view that is now gone from Bayfield is that of the 'Linda Hindman'. Between 1973 and 2016, the remains of this steamboat were located offshore of Bayfield's South Beach. Originally placed as a 'break', the salvaged vessel became an iconic image of Bayfield and a reminder of the Village's rich marine heritage.

Recommendation

Significant views should remain unencumbered by structures, overhead infrastructure, light standards, etc.



For many, an evening tradition involves a walk to Pioneer Park to enjoy the view of the sun setting over Lake Huron.

Image Source: Bayfield Photography Club

Signage

Signage is an important element in urban environments and yet, the risk of competing signage can significantly detract from the charm and aesthetic of a space – in addition to not being effective for wayfinding. Wayfinding refers to systems that guide people through a physical environment and enhance their understanding and experience of the space.

In Bayfield, the following is recommended with respect to signage:

- Signage should be unobtrusive in design and scale and limited in quantity.
- Wayfinding through public art, landscaping, and area maps is preferred to signage.
- Subdivision entrance signage is not permitted. New neighbourhoods should blend with existing areas and not reinforce distinctness.
- Large scale, tower signage is not permitted in any area of Bayfield, including arterial areas.
- Signage shall be in accordance with any applicable sign by-laws.

Lighting

Street lighting is an important aspect of community safety and comfort. When selecting light fixtures, consideration should be given to aesthetics, maintenance, cost effectiveness and energy efficiency.

The following is recommended with respect to lighting:

- Location of street lights is encouraged to alternate from one side of the street to the other and must meet municipal standards;
- Lighting levels will be appropriate for the size, character and function of buildings and sites.
- Appropriately-scaled pedestrian lighting should be provided at building entrances, pedestrian walkways, steps and ramps, amenity areas, parking areas and other site features.
- All building and site lighting will be mitigated at the source to minimize impact on adjacent properties and public roads.
- Outdoor lighting fixtures will direct light away from the night sky. Energy efficient outdoor lighting fixtures are encouraged.

- Incorporating subtle accent lighting on prominent buildings, monuments and other built features to accentuate civic and architectural design is encouraged.

- Provision of appropriate lighting at intersections, parks and public spaces and along main pedestrian routes should be considered.

- Where additional lighting is desired or necessary (eg. within a public park), pedestrian scale lighting standards shall be considered.

- Light poles which allow for hanging baskets, flags or banners may be considered to promote community character.

- In recent subdivisions South of Cameron, a globe fixture has been utilized and should be given preference in new developments for design consistency and ease of maintenance.

- Lighting plans shall be required as part of a site plan application.

- Lighting plans for subdivisions shall be coordinated with driveway and street tree plans.

Utilities

Meters will be located in a bank on side façades where possible. Meters on highly visible elevations, such as corner lots, shall be screened by landscape materials. Rooftop mechanical equipment will not be visible from view from the public realm.

Fences

While fences may serve important safety purposes, their use in Bayfield is discouraged. Rather, preference will be given to planting strips, privacy screens and landscaped buffers which provide separate and differentiation along shared property boundaries.

There is a long standing tradition of utilizing cedar hedges as privacy screens in Bayfield; so prevalent is this trend that along some streetscapes, very little of the built form is visible. From a privacy perspective, hedges are an appropriate option along rear and side yards but along the front, if allowed to grow untrimmed, can create a solid barrier where a more gentle transition between the public and private realm is desired.

Where fences exist in Bayfield, they are typically very porous and natural in design. Examples include cedar rail, chicken wire and heritage wrought iron fences.

Solid brick wall 'fences' are not permitted. Privacy fences (board on board) are generally discouraged but may be appropriate in certain areas (an example would be privacy screens between townhouse units).

Solid wood privacy fences will not be permitted along Lidderdale Street, Crystal Springs Road or Highway 21 unless buffered by a community trail and trees/landscaping.

Where fences are required to be erected to comply with the municipal pool by-law, the requirements of that by-law shall govern.

Where fencing is proposed around stormwater management facilities, it shall be designed to be porous, to restrict climbing and to allow for maintenance activities (e.g. black chain link fencing).

Where sound-attenuating fences are proposed, particularly for development in proximity to Provincial Highway 21, preference will be given to a natural design (combination of stone, wood, living wall vegetation).



The permeability of the fencing at this Chiquy Street property enhances the visual appeal and charm while clearly defining the public and private realms. Image Credit: S. Johnston

5.2 Private Realm

Built form is important to community design because it helps to form the sense of place and identity for the community. Built form will be enhanced through the following objectives:

- Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, and landscaping;
- Building design and placement must be compatible with the existing and planned surrounding context;
- To achieve compatibility between different land uses, development will be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form; and
- Buildings will present varied and visually permeable façades to all adjacent streets and amenity spaces through the use of windows, entry features, and human-scaled elements.

Architectural Design

Much debate has occurred surrounding the degree to which new residential development should be regulated from a design perspective. Some members of the Citizen Advisory Committee and public at large are in favour of ensuring that all homes be designed to individually and

collectively contribute to the character of the community and be required to follow prescriptive design guidelines. Others, favour the unique and artistic approaches of residential design and would prefer the provisions of the Zoning Bylaw (yard setbacks, height restrictions, etc) to be the only form of control.

There are several influencing architectural styles evident in Bayfield architecture: Georgian, Ontario Cottage, and more recently, Craftsman. The character of Old Bayfield, particularly north of Jane Street, and Tuyl Street is rooted in traditional architectural styles; being the oldest areas of development in Bayfield, this makes logical sense. The newer areas of Bayfield are much less consistent in terms of architectural influence or style. While the character of Old Bayfield is to be protected, there are examples of very unique architecture which are compatible with the scale of development in Old Bayfield and example of more traditional (Craftsman) style dwellings which are completely out of scale with the area.

The size and scale is more important than influencing style which is why the Zoning By-law will form the primary tool for regulating single detached dwelling development. Multiple-unit residential development (11 units and greater as per Bill 23) will be required to meet the County's Residential Intensification Guideline and direction within this section. This includes the preparation of a Design Brief in support of Plans of Subdivision.

Appendix 3 provides design direction for multi-unit development. While the example provided is for a fourplex, the design principles should be carried forward to other forms of multiple-unit development.

The implementing Zoning By-law will 'codify' the recommendations to the extent possible.

In new areas, the following design direction should be considered:

- Provide a diverse mix of lot sizes and unit types to support vibrant neighbourhoods.
- All building forms are encouraged to address the street in a manner that supports an active streetscape for pedestrians. Primary building entrances will be required to be oriented towards the public realm. Main entries should be designed to be the focal point of the front façade.
- Front porches, with useable depths for seating areas, are strongly encouraged;
- Architectural elements to be varied without becoming overwhelming (a maximum of 3 colours/ façade materials is recommended). Elevations should avoid over-decoration and feature fewer, strong architectural elements;
- Garages are encouraged to be detached and located in the rear yard. If attached, garages must be flush with or setback further from the street than the habitable portion remainder of the dwelling. Front porches may project in front of the garage.
- Variety of cladding materials are encouraged. Front facade materials should wrap around side elevations.
- Development will be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- Buildings located on corner properties will provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.
- New development will ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.

- A minimum height of 2 storeys is encouraged to limit the extent of the building footprint (and resulting impermeable surface).
- Within the Mixed Use Arterial Area and in new residential areas, buildings of 3 to 4 storeys are encouraged.
- Continuous street-walls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- Consideration will be given to the location, orientation and design of Priority Lots (including corner lots). Through the Draft Plan of Subdivision process, priority lots should be identified for each new neighbourhood. Corner lots and lots located at gateway should feature additional architectural detailing;
- New development should be visible at a minimum and ideally, accessible by incorporating universal barrier-free design principles.
- Variation and excellence in building design, including architectural features, building materials, style, colour and other individual design elements, is encouraged.

- Built forms may be further defined and implemented through the Zoning By-law and site plan approval processes.
- One driveway per residential property. Where a property is located on a corner lot, the driveway is encouraged to be located on the flankage as opposed to the frontage.

Development and subdivisions within New Areas should be in accordance with applicable policies of the County's Residential Intensification Guidelines, and in particular the guidelines for new neighbourhoods. An Urban Design Brief shall be required for development in new areas. The Design Brief should contain at a minimum:

- an open space plan showing locations of any stormwater management facilities, parkland, natural open space, and/or walkways and demonstrating a connected open space network;
- identification of building typologies contemplated within the development;
- a plan illustrating the location of priority lots and guidelines/elevations for the treatment of priority lots, including corner lots;
- elevation variety (ie. generally identical elevations shall be separated by at least three units);
- relationship of houses to the streetline;
- building orientation (ie. a staggering of front

yard setbacks is encouraged to reflect a sense of randomness, similar to the rest of Bayfield);

- relationship to grade;
- building heights;
- integration of sustainable/green elements.

Sustainable/green design elements may include:

- Water conservation features such as low-flow toilets and water-efficient appliances.
- Use of high quality windows to reduce thermal loss.
- Use of recycled materials, local materials and certified wood products.
- Use of low VOC-emitting materials.
- Use of energy efficient lighting such as LED for both interior and exterior lighting including street lights.
- Enhanced insulation for exterior walls, garages and exterior doors.
- Use of native, drought resistant and salt tolerant planting materials in landscaped areas.
- other LID (low-impact development) strategies.

Recommendation

Review standard subdivision agreements and draft plan conditions. Consider preparation of new conditions to implement design direction. This could include requirements for a coordinated street tree planting plan and a final priority lot plan and/or requirement for design review of priority lot elevations.

Implementation

The directions in the Secondary Plan will take form when integrated in the day-to-day decision making and operations of the Municipality. The following are recommended implementation actions:

1. Update the Heritage Conservation District Plan and develop Guidelines.
2. Amend Bluewater Official Plan Land Use Schedule and Policy Direction as outlined in Secondary Plan.
3. Codify desired character into the Bluewater Comprehensive Zoning By-law through the use of specific 'Bayfield Residential Zones' and 'Heritage Residential Zones'.
4. Monitor short term rentals to ensure they do not have a negative impact on the rental stock and/or on existing neighbourhoods. Develop Short Term Rental Policy and Bylaw if necessary.
5. Clearly outline at what milestone during the expansion of the Wastewater Treatment Plant can applications for new development be considered and the process for allocating reserve capacity. Amend Municipal Servicing By-law to allow for Additional Residential Units and Conversions of Single Detached Dwellings.
6. Amend Parkland Dedication By-law to permit Urban Forests to be dedicated as parkland.
7. Establish Parkland Reserve Fund Bylaw to outline how parkland dedications will be used.
8. Amend Municipal Tree Bylaw to include Bayfield Specific Policies (eg. without sidewalks, there is more room for street trees in Bayfield than in Hensall or Zurich).
9. Review Plan of Subdivision agreements and draft plan conditions. Consider preparation of new conditions to implement design direction including coordinated street tree planting plan, priority lot plan, and/or requirement for design review on priority lot elevations.
10. Amend the Site Plan Control Bylaw to include a requirement to demonstrate compliance with the County's Residential Intensification Guidelines for all multi-unit residential development.
11. Amend Signage By-law to prohibit pylon style signs in Mixed Use Arterial.