

3D

Developing Dover's Destiny

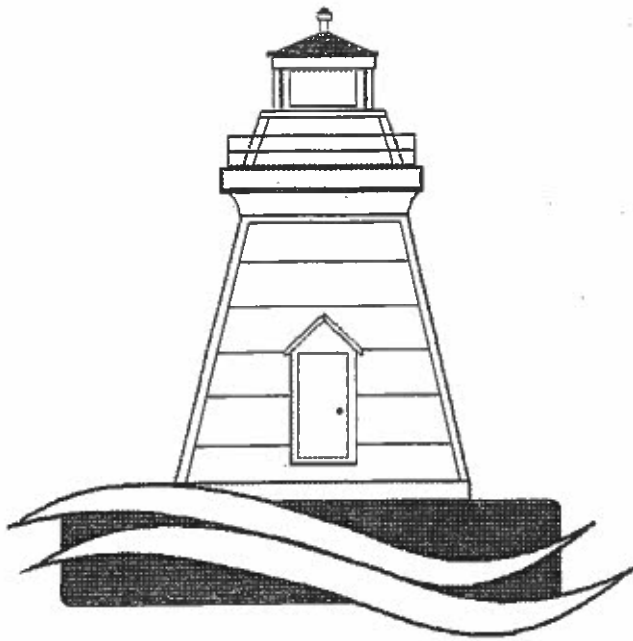
A Community Strategic Plan
for the
Future of Port Dover

November, 1998



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Our Vision:

Through the expansion of its economic, recreational, cultural, and educational opportunities, Port Dover will be a uniquely creative and energetic community, filled with spirit, vitality, prosperity and optimism, where everyone will experience an enjoyable place to live, work, visit and play.

INTRODUCTION

"You can consent to what is happening to you; you can resent what is happening to you; or you can invent what is happening to you."

Reverend Robert Schuller

The people of Port Dover recognize the inevitability of change and choose to help manage that change. As a community, they choose to outline their present and future needs and desires, enabling community leaders, organizations and individuals to better focus their energies. It is also hoped that a community initiated plan for Port Dover's future will give municipal, provincial and federal funding agencies a clearer picture of what projects to support.

Community strategic planning is not a new concept. It dates back to the basic concept of community -- working together, sharing resources, planning for the mutual good. The pioneer barn raising, harvest and hunting party are good examples of community strategic planning at work.

To this end, a group of concerned community members, representing a wide range of interests within Port Dover, formed a team to develop a Community Strategic Plan.

Phase 1 of this Community Strategic Plan set out "*Where we are now*", and "*Where we would like to be*". Phase 2 has really only just begun and addresses "*How we will get there*". "Getting there" requires the ideas, enthusiasm, commitment, support and desire to get things done, from the community as a whole. Many of these strategic endeavours are underway. Some are even complete. But in many cases, "How will we get there?" can only be answered once partnerships and alliances between individuals and groups have been formed for purposes of addressing this question.

1. PURPOSE

The purpose of this locally initiated strategic endeavour is to develop a community plan for Port Dover which is based on a shared vision. This vision reflects the hopes, aspirations and desires of the people of Port Dover, while recognizing the diverse components that contribute to our community's well-being.

With an understanding of this community vision for the future of Port Dover, options for the best use of community resources can be developed, and our energies can be focused on the chosen goals.

2. THE PROCESS

The most valuable resource of the entire process is the community members -- people who know the community best and who hold the best perspective on the direction the community should take in both the long and short term.

With this in mind, a team of dedicated community-minded individuals was formed to develop Phase 1 of Port Dover's Community Strategic Plan. Team members were chosen to represent all sectors of the community, including: seniors, youth, educators, local government, churches, the business community, the commercial fishing industry, arts and culture, recreation, sports organizations, development, real estate, and local service groups. Many team members "wore several hats" in this regard, aptly representing more than one interest group. The idea was not to limit community involvement at this point, but rather to ensure active participation in all of the early workshops, designed to set the groundwork for this strategic plan. The workshops were facilitated, not by consultants, but by members of the community itself.

The Strategic Planning process involves four steps:

1. Identification of "Where we are now"
2. Determination of "Where we want to be in the future"
3. Resolving "How we are going to get there", and
4. Management of the Community Strategic Plan.

3. **"WHERE ARE WE NOW?"**

The first endeavour of the "3D Team" was an analysis of our current situation. It became obvious that there is a wide scope of interest and values held by the members of the Port Dover community. The understanding of the broader community interests, which grew from these earliest discussions, was a tremendous learning experience, changed many of our own personal concepts, and formed the backbone of further analysis.

The summary of this *Situation Analysis* is documented in **Chart 1: Strengths and Opportunities**, and **Chart 2: Weaknesses and Threats**. Internal weaknesses generally indicate areas for improvement. External threats are those things which can impact our ability to realize our dreams. Internal strengths generally reflect the truly valuable things that enrich our lives and the lives of our community. These strengths and external opportunities are those things of which we can take advantage, to help us overcome our weaknesses, minimize the threats to our success and make our vision a reality.

4. **"WHERE DO WE WANT TO BE IN THE FUTURE?"**

The next step was to envision where we want Port Dover to be in the future. This is the Strategy portion of the Strategic Plan and answers the question "What do we want to make happen?" The team brainstormed the various elements that would make Port Dover the place in which they would most want to live, work and raise their children. From these discussions grew our vision statement: a brief "picture in words" of the community's view of Port Dover's desired future and values.

The various elements of the vision were grouped into Strategic Directions (or the on-

going areas that need to be addressed by the people of Port Dover, to ensure that our vision is becoming a reality). For each Strategic Direction, Goals were identified. Strategies (or the particular things that Port Dover wants to do to complete the vision) were developed, to meet the Goals within each Strategic Direction. These are illustrated in **Chart 3: Strategies for the Development of Dover's Destiny**.

It was recognized that some of these strategies are near term and can be accomplished soon. Others, on the other hand, will require significant planning and can only become reality in small steps, over time, through the energetic endeavours of many individuals and organizations. It also became apparent that the implementation of some elements of the vision are already in progress.

There are many factors, beyond the control of a community's residents, organizations and business people, that impact their ability to realize some aspects of their vision. These have been set out in **Chart 4: Issues**, not to imply that they are insurmountable. Rather, it is important to identify such issues and keep them in mind but not let them serve as excuses to prevent us from realizing our vision.

5. **"HOW ARE WE GOING TO GET THERE?"**

With Strategies identified, the next step was to invite all members of the community become involved by:

- o suggesting ways to improve the strategy as it is set out in this document
- o forming Action Teams and partnerships to carry out the planning and implementation of these strategies, and
- o becoming "doers"; champions committed to the success of this plan.

To set this process in motion, a Community meeting, *Searching for Dover's Destiny*, was held in May of 1998. Many changes were suggested and, more importantly, individuals and groups began to define how they would implement these strategies: How they will work together to Develop Dover's Destiny. (**Chart 3: Strategies for the Development of Dover's Destiny**, reflects these changes and sets out the Priorities, Status and Champions, or those who are dedicated to seeing these through to successful completion.)

CONCLUSION

The 3D Team is very pleased with the results of its efforts. The group feels that it was successful in developing a community vision and setting out goals and strategies for the realization of this Vision. Most importantly, the 3D Team feels that it has developed the framework for on-going comprehensive public discussion concerning Port Dover's future.

The Community Strategic Plan is not meant to be another document gathering dust on a shelf. Rather, it is intended to be a working blueprint of what the community would like to accomplish over the next decade. The flexible, living plan will evolve over time, responding as the priorities, urgency, resources and relevant issues change. It is important that the community develops a process to monitor and periodically review the plan and its progress, to keep pace with changing needs and demands. To this end, the Port Dover Board of Trade has volunteered, on an annual basis, to organize such a cross-sectional community team to review and update the Community Strategic Plan. If you are interested in becoming a member of this team, you are encouraged to contact any member of the Port Dover Board of Trade.

Together we will Develop Dover's Destiny ... *"Through the expansion of its economic, recreational, cultural, and educational opportunities, Port Dover will be a uniquely creative and energetic community, filled with spirit, vitality, prosperity and optimism, where everyone will experience an enjoyable place to live, work, visit and play."* **Together we will make it happen.**

Chart 1: STRENGTH AND OPPORTUNITIES

Friendly people
Support for the community <ul style="list-style-type: none"> - people love their community and want it to live up to its potential - people rally in support of community ventures such as the tennis courts, the theatre, the track, etc.
Store owners have made local improvements; starting to bring a common "nautical" theme to the downtown area
Waterfront (beach, pier, commercial fishing, boating)
Small town and simple lifestyle
Many special events all year. New events being started/planned every year. <ul style="list-style-type: none"> > Polar Bear Swim (Jan 1) > Lions' Sportsmen Show (March or April) - tentative > Perch Derby (2nd weekend in April to 1st weekend in May) > Daffodils in Dover (first week in May) > Indoor Beach Volleyball (May) > Lions' Fish Fry (1st Friday in June) > Wooden Boat Festival (3rd weekend in June, beginning in 1999) > July 1 Parade (July 1) > FishFest (3rd weekend in July) > Time Travellers Car Show & British Sports Car Show (3rd weekend in July) > Summer Festival (3rd weekend August) > Folk Festival (3rd weekend in September, beginning in 2000) - tentative ... still in very early planning phases > Lions Club Antique Show (weekend before Thanksgiving) > Christmas Fest (3rd weekend in November) > Ecumenical events throughout the year (e.g., Advent Walk, Blessing of the Fleet, Sunrise Service, Fishfest Service)
Safe town in which to walk
Plenty of sports activities, especially hockey and baseball
Opportunities for youth in the Commercial Fishing Industry
Restaurants featuring local fish on their menu
Lighthouse Festival Theatre
Lynn Valley Trail
Beautiful, mature trees
Institutions offering leadership, strength of character, service, etc.: e.g., churches, government, schools, community service groups, medical centre
Interesting landscape / terrain
Fish and the Fishing Industry
Ivey's Trailer Park
Proximity to larger urban centres
Unique character and unusual attractions (e.g., Lift Bridge)
Good mix of industrial, recreational, commercial boating development
Marine industry

Chart 2: WEAKNESSES AND THREATS

Nothing for kids to do <ul style="list-style-type: none">- no place for them to "hang out" with their friends- concern that funding for Youth Programmes may be discontinued- need to know what the kids want
Too many cars in the harbour area <ul style="list-style-type: none">- should be for people, not cars
So little beach is public <ul style="list-style-type: none">- all is privately owned
Threats to the Commercial Fishing Industry <ul style="list-style-type: none">- may be limited to the lake east of Long Point- Ministry reports reduced numbers of fish- reduced fishing quotas- few young people prepared / preparing to take over for those who will be retiring- dying arts (such as net mending)
No enforceable laws to preserve heritage buildings and contents
Local employment opportunities are scarce
Few career opportunities for youth
Bedroom Community: except for employment opportunities in commercial businesses and education, most people must commute out of town to work
Need car for transportation. Only taxi service is operated from Simcoe.
Lift bridge is a hindrance to provision of emergency services to the east side of town
Lack of free ice skating time
Lack of post secondary educational facility
Fish caught locally not processed locally. Nor are other local food products.
No free dockage along the pier.
Inadequate mix of housing types.
Access to many public buildings / facilities is limited due to security systems. Therefore, there are few places to hold youth programmes.
Cash in lieu funds not being used to expand public parking
No local economic development endeavours

CHART 3: Strategies for the Development of Dover's Destiny

PORT DOVER'S IDENTITY

GOALS

- ⇒ **Heighten public awareness of Port Dover's uniqueness**
- ⇒ **Promote and preserve Port Dover's heritage**
- ⇒ **Advertise annual and special events all year round**

STRATEGIES

PRIORITY / STATUS / CHAMPION

1.	<i>Erect Town Entrance signs advertising events / attractions</i> <ul style="list-style-type: none">- have a theme (e.g., nautical, Victorian or Shanty)- create a unique environment- involve schools (for art, carpentry)	P: Short Term S: CH:
2.	<i>Establish a "Port Dover Foundation"</i>	P: Short Term S: CH:
3.	<i>Publish books about Port Dover's heritage</i>	P: On-going S: Underway CH: Cheryl Macdonald & Bd of Trade
4.	<i>Develop video tape tours of Port Dover</i> <ul style="list-style-type: none">- make more and make them available in the libraries and on Internet	P: On-going S: Underway CH:
5.	<i>Develop walking history tours</i>	P: Short Term S: CH:
6.	<i>Enhance Dover Rover Tour Guide script</i>	P: Short Term S: CH:
7.	<i>Preserve old Water Tower Light</i> <ul style="list-style-type: none">- erect monument	P: Short Term S: Underway CH: Brenda Hazlewood & Bd of Trade
8.	<i>Eliminate the negative aspects of "Friday 13th Biker Nights"</i>	P: Long Term S: Underway CH: Kinsmen
9.	<i>Develop approved list of street names, with relevance to Port Dover's heritage, for future development</i>	P: Short Term S: Underway CH: Mary Elder & Harry Barrett
10.	<i>Build a Fisherman's Monument</i>	P: Short Term S: Underway CH: Doug Mummery
11.	<i>Keep Town Clock running</i>	P: On-going S: Underway CH: DonLangille
12.	<i>Establish an Interpretive Centre for non-divers</i>	P: Long Term S: Underway CH: Jim Murphy
13.	<i>Designate historical sites with brass plaques (e.g., Heritage houses)</i>	P: On-going S: Underway CH: LACAC
14.	<i>Engage a "Port Dover" Town Crier</i>	P: Long Term S: CH:

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

PORT DOVER'S IDENTITY ... cont'd

STRATEGIES

PRIORITY / STATUS / CHAMPION

-
- | | | |
|-----|---|----------------------------|
| 15. | <i>Introduce "Local Marine History" into local education system</i> | P: Short Term
S:
CH: |
|-----|---|----------------------------|
-

ENTERTAINMENT

GOALS

- ⇒ **Provide regular, year-round entertainment, accessible to all**

STRATEGIES

PRIORITY / STATUS / CHAMPION

-
- | | | |
|----|---|---|
| 1. | <i>Equip LFT with elevator and larger common area</i> | P: Long Term
S: Underway
CH: |
| 2. | <i>Plan a Year 2000 Celebration</i> | P: Short term
S: Underway
CH: Stan Morris |
| 3. | <i>Establish a Film Club</i> <ul style="list-style-type: none">- silent movies (different themes to attract different people)- perhaps partner with Lynwood- could be held at LFT- licenced projectionist required | P: Long Term
S: Underway
CH: |
| 4. | <i>Operate the Lighthouse Theatre all year through</i> | P: Long Term
S:
CH: |
| 5. | <i>Establish a Large Winter Festival</i> | P: Dream
S:
CH: |
-

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

TOWN BEAUTIFICATION

GOALS

- ⇒ **Encourage merchants to enliven their downtown storefronts, in keeping with a "Port Dover" theme**
- ⇒ **Encourage parks conservation, tree and flower planting throughout the town**
- ⇒ **Encourage and educate the public to eliminate litter throughout the town**

STRATEGIES

PRIORITY / STATUS / CHAMPION

1.	<i>Set Community Standards for storefronts / street scape</i> <ul style="list-style-type: none">- e.g., nautical theme- must allow for individual tastes and budgets- develop a by-law	P: Long Term S: CH:
2.	<i>Paint Murals on walls downtown</i> <ul style="list-style-type: none">- perhaps with sound (as seen in other tourist areas)	P: Long Term S: Underway CH:
3.	<i>Sell bricks to build walks</i> <ul style="list-style-type: none">- Fund-raising strategy- Families could purchase these and have their names engraved in them	P: Short Term S: CH:
4.	<i>Move overhead cables/wires underground, starting on Main St.</i> <ul style="list-style-type: none">- very costly- NHEC plans to improve overhead lines	P: Dream S: CH:
5.	<i>Plant trees & flowers along Main Street</i>	P: Long Term S: Underway CH: Horticultural Society
6.	<i>Establish a Beach Programme to eliminate litter</i> <ul style="list-style-type: none">- under contract	P: Short Term S: On-going CH:

CHART 3: Strategies for the Development of Dover's Destiny -- cont'd

IDEAS FOR NEW BUSINESS VENTURES

GOALS

- ⇒ **Encourage new business ventures to further meet the needs of the residents of Port Dover and provide new employment opportunities**
- ⇒ **Maintain the downtown area as the focus for commercial development**

STRATEGIES

PRIORITY / STATUS / CHAMPION

1.	<i>Attract clean small industry</i>	P: Long Term S: CH:
2.	<i>Develop a year-round attraction</i> - (e.g., Wheels Inn type of hotel; water slide)	P: Long Term S: CH
3.	<i>Develop an aesthetically pleasing commercial area east of bridge</i> - complementary to downtown area	P: Long Term S: CH:
4.	<i>Provide Taxi service in town</i>	P: Short Term S: Underway CH: Tom Morrison
5.	<i>Establish a parking lot on waterfront street</i> - cash in lieu	P: Short Term S: CH:
6.	<i>Provide a Water Taxi from marinas to Pier</i>	P: Long Term S: CH:
7.	<i>Develop Adult Subdivision</i> - with own services, club house, etc.	P: Long Term S: CH:
8.	<i>Provide car & passenger ferry to Erie</i>	P: Long Term S: CH:
9.	<i>Establish a Farmers' Market</i>	P: Long Term S: CH:
10.	<i>Develop a medium-sized apartment building</i>	P: Long Term S: CH:
11.	<i>Provide less expensive alternative to the summer cottage</i>	P: Long Term S: CH:
12.	<i>Establish weekend public bus service between Simcoe and Port Dover</i>	P: Long Term S: CH:
13.	<i>Erect a board in town for available job postings</i> - could be a joint endeavour for existing businesses / industry	P: Long Term S: CH:
14.	<i>Establish an Arts Centre / Gallery</i>	P: Long Term S: CH:

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

IDEAS FOR NEW BUSINESS VENTURES ... cont'd

STRATEGIES	PRIORITY / STATUS / CHAMPION
15. <i>Develop area for pleasure boat parking and launching</i>	P: Long Term S: CH:
16. <i>Improve transportation from east basin to downtown area</i>	P: Long Term S: CH:
17. <i>Attract a restaurant which caters particularly to teens</i> - at lunch & after school	P: Long Term S: CH:
18. <i>Develop a Campground near Silver Lake</i> - well run - similar to Shore Acres - for trailers & tents	P: Long Term S: CH:
19. <i>Re-establish the Summer Garden</i> - could also be used as a meeting place	P: Long Term S: CH:

YOUTH PROGRAMMES

GOALS

- ⇒ **Develop programmes to allow and help youth to make positive choices in their lives**
- ⇒ **Ensure Youth Programmes and facilities will continue to exist in the community**

STRATEGIES	PRIORITY / STATUS / CHAMPION
1. <i>Develop an ecumenical youth programme</i>	P: Short Term S: CH:
2. <i>Develop a "Less drugs on the street" Programme</i> - involve police more	P: Short Term S: CH:
3. <i>Develop a "Mentoring youth" Programme</i> - someone for kids to talk to: older than a teen, younger than a parent - use experience/talents of seniors - with both parents working, some have lost close contact with adult to talk to - some young people, who have left high school for jobs/post-secondary school, would come back to talk to schools/kids activity groups	P: Short Term S: CH:
4. <i>Organize Youth activities</i> - frisbee, hacky sack, roller blading, etc.	P: Short Term S: CH:

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

RECREATIONAL FACILITIES

GOALS

- ⇒ **Make possible and promote the use of existing public facilities for more wide-spread and various uses, to better meet the needs of the community**
- ⇒ **Establish indoor and outdoor facilities which meet the needs of all age groups within the community, helping them to live more active lives and eliminating the need to leave town for recreational pursuits**

STRATEGIES

PRIORITY / STATUS / CHAMPION

1.	<i>Establish a Youth Drop-in Centre</i>	P: Long Term S: CH:
2.	<i>Establish a Seniors' Centre</i> <ul style="list-style-type: none">- combined Youth & Seniors centre (seniors during the day when kids are in school)- schedule activities so both can use facilities at night	P: Long Term S: CH:
3.	<i>Develop a Swimming Pool complex</i> <ul style="list-style-type: none">- include a therapy pool	P: Long Term S: Planning in initial stages CH:
4.	<i>Develop a curling, hockey, recreation & figure skating facility</i>	P: Long Term S: CH:
5.	<i>Establish Shuffle Board facilities (for seniors)</i>	P: Long Term S: Underway CH: Lions Club
6.	<i>Establish a Skate / Skateboard Park</i>	P: Long Term S: CH:
7.	<i>Establish an outdoor skating rink</i> <ul style="list-style-type: none">- perhaps flood a tennis court- perhaps flood a portion of Powell Park (Central location, similar to Nathan Phillips Square)	P: Short Term S: CH:
8.	<i>Establish walking, roller blading and biking & walking trails throughout town</i> <ul style="list-style-type: none">- concern for safety of those roller blading on busy streets	P: Long Term S: CH:
9.	<i>Establish recreational diving park in Lake Erie</i> <ul style="list-style-type: none">- off the shore of Haldimand-Norfolk- research, document and protect a non-renewable resource	P: Long Term S: Underway CH: Jim Murphy
10.	<i>Develop recreational trail and facilities at Siver Lake</i> <ul style="list-style-type: none">- extensive plans underway, including a trail, a Carolinian Forest, and renovation of buildings	P: Long Term S: Underway CH: Lions Club

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

THRIVING COMMERCIAL FISHING INDUSTRY

GOALS

⇒ **Ensure the continued health of a thriving Commercial Fishing Industry in Port Dover**

STRATEGIES	PRIORITY / STATUS / CHAMPION
1. <i>Lobby Provincial and Federal governments to ensure commercial fishing industry is not eliminated in Port Dover</i>	P: Long Term S: Underway CH:
2. <i>Ensuring local input, objectively monitor and protect the natural resource</i>	P: Long Term S: Underway CH:
3. <i>Introduce the Fishing Industry "trades" to youth</i> - develop as part of the school curriculum	P: Long Term S: CH:

HEALTH/WELLNESS SERVICES

GOALS

- ⇒ **Establish local Health and Wellness facilities in town, reducing the need to go elsewhere to make use of these**
- ⇒ **Ensure that existing facilities (e.g., existing respite bed) stay in Port Dover**
- ⇒ **Ensure Active Lifestyles Programmes and opportunities are available for Seniors**

STRATEGIES	PRIORITY / STATUS / CHAMPION
1. <i>Determine the Active Lifestyle requirements of Seniors in Pt. Dover and develop a strategy to meet these needs</i>	P: Short Term S: Underway CH: Pat Grant
2. <i>Organize people to taxi seniors</i> - to doctors' appointments - to get groceries, etc.	P: Short Term S: Underway CH: Gord Reid
3. <i>Establish local ambulance sub-station</i> - locate behind Firehall	P: Long Term S: CH:

EDUCATION

GOALS

⇒ **Ensure that elementary, secondary and post-secondary education facilities exist and remain in Port Dover**

STRATEGIES	PRIORITY / STATUS / CHAMPION
1. <i>Establish post-secondary school in Port Dover</i>	P: Long Term S: Underway CH: HerbRogers
2. <i>Lobby school boards to ensure that existing schools remain open in Port Dover</i>	P: Short Term S: Underway CH:

CHART 3: Strategies for the Development of Dover's Destiny ... cont'd

PUBLIC SECTOR PROJECTS

The following are projects which can only be addressed by local government. They were identified by the public as being important to the future of Port Dover and members of the community are willing to support these projects in any way possible. These projects support various goals outlined above.

STRATEGIES	PRIORITY / STATUS / CHAMPION
1. <i>Open the museum</i> - tie into SOS initiative - honour fishermen's heritage	P: Short Term S: Underway CH:
2. <i>Purchase land which is for sale, west of bridge, to be used for parking and park land</i>	P: Short Term S: CH:
3. <i>Improve library facilities</i>	P: Long Term S: CH:
4. <i>Establish link to 400-series highway</i>	P: Dream S: Feasibility being studied and discussed CH:
5. <i>Establish a REAL pedestrian crossing at Royal bank corner</i>	P: Short Term S: CH:

Chart 4: ISSUES

CN property sold privately rather than being purchased for public use
Inconsistency in the enforcement of parking by-laws <ul style="list-style-type: none">- summer by-law enforcement officer is zealous in issuing tickets (to justify salary)- feeling that this is inconsistent with other surrounding towns- inconsistent with winter-time enforcement- hurts Port Dover's image in the eyes of the tourists
Council is selling public buildings, originally paid for by residents of Port Dover <ul style="list-style-type: none">- fear that money is not likely to be used in Port Dover
High licence fee on Nevada tickets, etc. <ul style="list-style-type: none">- reduces the income of the non-profit organizations who try to use this for fund-raising
The Ward system should provide equal opportunity for each ward to obtain political support for ideas and projects. In these times of financial restraint, Port Dover must find additional means of backing ideas and projects in the community.
No express road to Nanticoke industrial area
Museum should be opened NOW
Inadequate or inconsistent enforcement of boat & jet ski regulations
Zoning by-laws are restrictive and not conducive to attracting new business / employment opportunities
Little or no access to public buildings after office hours, when they largely sit empty. Cost of renting available space for meeting is prohibitive, especially for youth and non-profit groups.
Safety at the beach is a major concern. Swimming area is not segregated from the water vehicles. A bouy-line to cordon off a swimming area is not possible since the entrance to the water is from private land. The land owners cannot put in such a line since the water is public.
There are no local Cancer Treatment facilities, even in Norfolk General hospital. Therefore, patients must travel to the city.
There is only one respite bed in Port Dover (in Port Dover Nursing Home). There is no way to guarantee even its existence into the future.

Planning Mtgs

Feb 25 /76 - Mar 9 /76

- good housing mix; no hi rise over 6 stories
- Town and Dev. after existing county's commitments not
- local industries remain until choose to leave
- central bus district remain - perhaps increase in size with pop. rejuvenation with funding
- Parking!
- rec

conservation areas

bicycle trails

jogging track

nature (walking) paths - esp. in area of rivers

county skiing

pub. swim. pool

camping, picnic areas, ^{reign} parks

fishing ind. essential

preserve + county character + ^{apartment} tourist attract

- shoreline erosion controlled

Town hall - cultural activity
ie: concerts etc

* Harbour level

- benches + waste containers on pier.
- clean up beach WASH ROOMS
- craft + boutique areas
- public launching + docking.
- Port authority estab.
- basins + breakwaters
- resell prop. for waterside restaurants etc

Tourism -

Pub washrooms

- perm tour. Info Centre
- side trips excursions.
- merchants promotion
- upgrade beach area
- more hotels, etc

need pub. transportation
other sources, ie - water

heritage

preserve, protect old harbour area

Museum (maritime)

pamphlet - hist. of town

problems. These should be referendums on issues
Break down Common Govt / Public

What is Community Strategic Planning?

Community strategic planning is not a new concept. It dates back to the basic concept of community -- working together, sharing resources, planning for the mutual good. The pioneer barn raising, harvest and hunting party are good examples of community strategic planning at work.

To this end, a group of concerned community members, representing a wide range of interest groups within Port Dover, decided to develop a Community Strategic Plan. This project has been called "3D: Developing Dover's Destiny".

Inside this brochure is a chart which summarizes the Strategic Directions (column titles) and the Strategies (listed below each Strategic Direction) as developed by the 3D Team. We have analyzed "Where we are now" and "Where we would like to be". We are now ready to develop detailed action plans or tactics which define "How we are going to get there".

It is our hope that all members of the community become involved by:

- o suggesting ways to improve the strategy
- o forming Action Teams and partnerships to carry out the planning and implementation of these strategies, and
- o becoming "doers" -- champions committed to the success of this plan.

To provide an opportunity for all members of the Port Dover community to become involved, a Community 3D meeting has been planned.

Searching for Dover's Destiny

Thursday, May 14, 1998

7:30 p.m.

Port Dover Community Centre

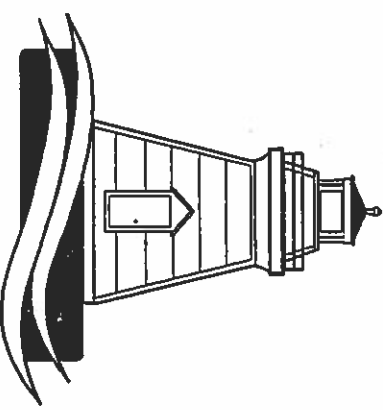
The key to an effective local strategic plan is that it is developed locally, endorsed locally and implemented locally. This meeting will be an opportunity for you to share your ideas and become involved in shaping Port Dover's future.

We encourage you to obtain a copy of the document "3D: Developing Dover's Destiny ... A Community Strategic Plan for the Future of Port Dover - Phase 1" (available at the Maple Leaf, the Dairy Bar, Fisherman's Catch and the Board of Trade office). Please review this document and bring your ideas to the community meeting.

The Vision ... "Through the expansion of its economic, recreational, cultural, and educational opportunities, Port Dover will be a uniquely creative and energetic community, filled with spirit, vitality, prosperity and optimism, where everyone will experience an enjoyable place to live, work, visit and play."

Together we will make it happen.

Searching for Dover's Destiny



Setting the Direction for
Community Development
in Port Dover

Where are we as a community?
Where would we like to be?
How are we going to get there?

Community Strategic Planning
provides answers to these and
other questions facing Port Dover

Strategies for use development of Dover's economy

PORT DOVER'S IDENTITY	ENTERTAINMENT	COMMERCIAL ENTERPRISE	TOWN REGENERATION	INDOOR FACILITIES	OUTDOOR RECREATION FACILITIES	YOUTH PROGRAMMES	SILVER LAKE PARK	HEALTH SERVICES	EDUCATION	THIRINGO COMMERCIAL FISHING INDUSTRY	PUBLIC SECTOR PROJECTS
<p>Erect Town advertising signs events / attractions</p> <p>"Port Dover Foundation"</p> <p>Heighten public awareness of Port Dover's uniqueness</p> <p>Promote and preserve Port Dover's heritage</p> <p>Eliminate the negative aspects of "Friday 13th Biker Nights"</p> <p>Engage a "Port Dover" Town Crier</p> <p>Advertise Annual Events</p>	<p>Provide regular evening entertainment</p> <p>Re-establish The Summer Garden</p> <p>Operate the Lighthouse</p> <p>Theatre all year through</p> <p>Equip LFT with elevator and larger common area</p> <p>Plan a Year 2000 Celebration</p> <p>Establish a Large Winter Festival</p> <p>Establish an event around the Lynn Valley Trail</p>	<p>Attract chain-type restaurant (particularly for teens at lunch & after school)</p> <p>Provide a Water Taxi</p> <p>Develop Adult Subdivision - provide own services - kids visit on weekends</p> <p>Attract clean small industry</p> <p>Develop a year-round attraction (e.g., Wheels Inn type of hotel; waterside)</p> <p>Provide car & passenger ferry to Erie</p> <p>Develop a medium-sized apartment building</p> <p>Provide less expensive alternative to the summer cottage</p> <p>Develop an aesthetically pleasing commercial area east of the bridge, complementary to downtown area</p> <p>Provide Taxi service in town</p> <p>Establish weekend public bus service between Sincove and Port Dover</p> <p>Establish a parking lot on waterfront st</p>	<p>Encourage individual merchants to clean & freshen up store fronts</p> <p>Establish a Business Improvement Association (B.I.A.)</p> <p>Set Community Standards for storefronts / streetscape (nautical theme)</p> <p>Erect attractive Town Entrance signs (with nautical theme)</p> <p>Establish a Beach Patrol to eliminate litter</p> <p>Encourage parks conservation and tree planting</p> <p>Maintain downtown as focus for commercial development</p> <p>Move overhead cables/wires underground</p> <p>Plant trees along Main Street</p>	<p>Establish a Youth Drop-in Centre</p> <p>Establish a Seniors' Centre</p> <p>Provide access to public buildings / facilities, such as schools, for Youth Programmes</p> <p>Establish an Arts Centre / Gallery</p> <p>Develop a Swimming Pool complex (therapy pool)</p> <p>Develop a curling, hockey, recreation & figure skating facility</p>	<p>Establish Shuffle Board facilities (for seniors)</p> <p>Establish a Skate / Skateboard Park</p> <p>Establish a Roller Blade Rink (outdoors)</p> <p>Establish an outdoor skating rink (perhaps flood a tennis court)</p> <p>Establish walking & bike trails throughout town</p> <p>Build tunnel under harbour, at the end of Main Street</p> <p>Develop area for pleasure boat parking and launching</p>	<p>Ensure that Youth Programmes & facilities will continue</p> <p>Develop Youth facilities (for skateboarding, etc.)</p> <p>Develop a "less drugs on the street" Programme</p> <p>Develop a "Mentoring youth" Programme</p> <p>Develop an ecumenical youth programme</p>	<p>Develop Recreational Trail</p> <p>Plant Carolinian Forest</p> <p>Clean-up the site</p> <p>Renovate the buildings etc.</p> <p>Complete other development ideas being considered by the Lions Club</p>	<p>Establish local ambulance service</p> <p>Build emergency helicopter pad</p> <p>Establish local Cancer treatment facilities</p> <p>Establish respite beds in Port Dover</p>	<p>Ensure that elementary and secondary schools remain in Port Dover</p> <p>Establish post-secondary school in Port Dover</p>	<p>Encourage youth to learn the Fishing Industry "trades"</p> <p>Lobby Provincial and Federal governments to ensure commercial fishing industry is not eliminated in Port Dover</p> <p>Ensuring local input, objectively monitor and protect the natural resource</p>	<p>Improve library facilities</p> <p>Open the museum</p> <p>Establish link to 400-series highway</p>



Mid America Council on Economic Development

5515 Southwyck Blvd.

Toledo, Ohio 43614

419/865-2327

Telex: MAC-TOL 241034

PORT DOVER

A
Study of A Small Community
and
The threat of Change

Catherine Pratt
Sociology
"Communities"
March, 1981.

Industrial, Commercial and Consumer Heart of America

Bibliography

Barber

Cottrell

Merton

Nisbett

Videch + Babsman

Warren

To say that industrialization has transformed the world is to express a very obvious truth. Industrialization also has changed man's relationship with his world, and it is that realization which has been brought home to me in a literal sense. I have experienced being part of a small community, essentially unchanged for generations, which has been confronted abruptly and simultaneously with development of a massive industrial complex and with enormous alterations in the traditional forms of municipal government.

Port Dover, Ontario, is a small town centered literally and figuratively around what is described in tourism brochures as "the finest natural harbor on the north shore of Lake Erie". The harbor, home of "the world's largest inland fresh water fishing fleet" makes possible not only the commercial fleet but also packing, shipping, and retail facilities; tourist attractions (including sport fishing, swimming and pleasure boating, as well as a variety of tourist-dependent business enterprises); and Canada's largest wholesale florist (the acres of greenhouse roses nourished with water supplied by the Lynn River, a tributary flowing into the harbor).

Directly to the East, on what--only ten years ago--was agricultural land, is now located in the Lake Erie Industrial Park, a 2400 acre site developed by the Steel Company of Canada (Stelco) to house their new steel plant and related smaller industries. The Park is adjacent to an equally new generating station built by Ontario Hydro and an oil refinery built by Texaco. The entire complex is referred to as The Nanticoke Project, having taken that name from the tiny rural village which has been totally surrounded and isolated by the project. The few people who have retained residences there are seriously affected by noise and air pollution as well as by the similarly traumatic sociological effects of having their traditional lifestyle completely and irrevocably altered. The step-by-step processes by which that occurred would be an excellent research topic, but within the scope of this paper, I will confine myself to the subject of the larger community of Port Dover.

Shortly after announcements had been made that land had been purchased for industrial development, the Province of Ontario formed a Crown corporation known as the Ontario Land Corporation (OLC) which purchased (via notes repayable to the Treasury of Ontario) two large tracts of land: one further inland to the north of the industrial site and Port Dover; the other further east along the lakeshore. The former site is referred to as the Townsend Site and the latter as the South Cayuga Land Assembly. Both were selected as New City sites based on population projections which indicated unbelievably enormous population gains in the immediate Nanticoke area as a result of the proposed industrial development. Now it has become apparent that the forecasts were in fact unbelievable.

An article in a January 1974 issue of the Port Dover Maple Leaf, a weekly newspaper, quoted John White, then Treasurer of Ontario and the man responsible for the acquisition of the two land sites, as saying..."in the next 25 years we are going to have to provide housing for 1,000,000 people at a maximum, 800,000 at a minimum".. A year later, in January of 1975, the decision was announced that Townsend would be the new city first developed. Citizens of

nearby communities were assured that Townsend would serve as a relief valve to the existing towns; that development would not begin until existing capacities had been met, based on the expressed desires of the citizenry.

The Port Dover Board of Trade held two well attended planning meetings, one on February 25, 1976, and the other on March 9, 1976, at which suggestions of local residents were compiled and presented in a brief to municipal, regional, and Provincial officials as well as to the technical planners who had been employed by those agencies. A very clear consensus was that "Townsend should develop only after our present commitments have been met (Port Dover being allowed to expand from a population of approximately 3,000 to 10,000) and servicing should not be provided at the expense of existing communities".

By May of 1980 the original population 'guesstimates' which had been revised downward to "100,000" and again to "40,000 by 1980" rested finally at "20,000 in the next 20 years with 5,000 in the next five years". Ontario Hydro was fully staffed at 475; Texaco was fully staffed at 275; Stelco employed 1,000 and required only 400 more for peak operations; and the Industrial Park (which originally had been expected to be responsible for the employment of 700 by 1981) employed 60. In the immediate area there were 858 fully serviced lots available, 600 serviceable lots (not including rural) available, and 393 MLS (not including exclusive or private) listings in the district real estate board. (All the figures were compiled by the Port Dover Board of Trade.) Actual population growth in the area in the years 1971-76, according to Census of Canada figures, stood at a percentage of less than one per cent.

In the summer of 1980, the announcement was made that construction would begin on the New City of Townsend. In September of 1980, the Port Dover Board of Trade presented a brief to municipal and regional planning authorities, requesting that the start of construction be delayed until circumstances dictated a real need, as existing communities would be responsible for many of the costs of hard and soft servicing and would also be penalized by lost revenues. The decision was made to proceed with immediate development, and taxpaying citizens felt that they were being victimized so that the Conservative Ontario government could save face over the fiasco of "White's Elephant" or "Town's End" as Townsend was now being referred to, even by the media. The Ontario government ended up paying about \$23 million for the Townsend acreage and then bought the South Cayuga land for \$35.6 million. The latter was appraised in the summer of 1980 as being worth no more than \$16 million. (The figures are from an article in The Toronto Globe and Mail which appeared on October 27, 1981.) An official investigation was begun into the land acquisitions. Eric Grove, a retired senior civil servant who had headed original studies to ascertain what the future might hold, points out (in an article appearing in The Port Dover Maple Leaf, November 14, 1980) that a report done for those studies predicted population growth of 800,000 to 950,000 for all of Southwestern Ontario based on projected industrial growth near Nanticoke. "He (John White) obviously blundered and misread the figures in the report and jumped to the wrong conclusion."

The public was reminded, by The Simcoe Reformer in a series of editorials, of a report commissioned in 1975 by the Joint Provincial-Regional Task Force for Haldimand-Norfolk, executed by Woods Gordon of Toronto (for \$100,000) and then ignored. The report stressed delay of development of Townsend, pointing out

that "if regional economic growth is even slower than now indicated" (as has been the case) "...Townsend...will mean costly utilization of trunk services and duplication of facilities"... Secondary mention was made of "public relations emissaries from Queens Park (the Provincial legislature in Toronto) attempting to sell Townsend New Town to the taxpayers of Haldimand-Norfolk (the region) incidentally without any clear cut statement on who is going to foot the bill".

The Provincial government is forging ahead with Townsend regardless of the wishes of local taxpayers or the advice of experts, just as it is now proposing an ingenious adaptation of land use for the South Cayuga assembly. Official announcement was made this winter that South Cayuga will become a chemical waste disposal site in spite of the fact that it is adjacent to the Grand River that flows into Lake Erie; that the land is subject to flooding; that it was not even considered in a previous study that determined seventeen possible sites in the Province; that locating it there will usurp land that is agriculturally valuable; that the local residents object violently; and that there will be no Environmental Assessment Hearings. The primary consideration seems to be that the government will have found a use for an embarrassing and expensive mistake. Concerned citizens question vociferously whether an even greater, more expensive --and perhaps irreparable--mistake is being made.

At approximately the same time that The Nanticoke Project, with all of its ramifications, was started, changes of equal or greater importance were also taking place within the government structure. The traditional county system was replaced by a Regional jurisdiction. Because of its enormous size (one region covers the territory formerly encompassed by two counties, each with different qualities, problems, and priorities) the new system often seems unwieldy, cumbersome and impractical. Contained within that bureaucratic jumble is another newly created identity: The City of Nanticoke. It is composed of five small communities, including Port Dover, as well as the Nanticoke Project and Townsend. Official intention is that administrative offices for both the City of Nanticoke and the Haldimand-Norfolk Region will be located in Townsend, thus giving Townsend status not just of a new city in the usual dormitory sense, but of a true Regional Center.

The Woods Gordon Report (which I have previously quoted) states that "all alternatives with Townsend as the Regional Center" (rather than Simcoe, a neighboring community with a population of approximately 10,000) will involve a long term delay (i.e. until well after 2001) in the establishment of a secure regional center; a similar delay in the provision of a basis for decentralized functions; and a long term postponement of the provision of higher order goods and services for the region."

The New Town which had been proposed and accepted as a relief valve now is being pushed as a regional center, drawing potential population from existing communities which are geared for additional growth. How can this have happened? There are many factors involved, and I will attempt to examine them from several perspectives.

Obviously, designation as a regional center will benefit and speed development of Townsend, but we have noted that it may not be of equal benefit to the region.

The thrust within the City of Nanticoke to neutralize the Woods Gordon report has been built around the fact that Simcoe is not included in the boundaries of the city of Nanticoke. Consequently, the implication is that encouraging development of Simcoe eventually would result in lost tax revenues for the City of Nanticoke. However valid that viewpoint may be, it does not take into consideration how the enormous front end expenses of building such a complex will be borne by the City of Nanticoke until the tax base does increase. It is important to remember that the City is composed of a series of very small communities, each separated by a minimum distance of seven miles. That fact either is taken into account or is disregarded depending on the position of a faction regarding a particular issue. Proponents of building a new administrative complex in Townsend stress the difficulty at present of maintaining communication between the offices currently located in three different centers, the furthest two being approximately thirty miles apart. Proponents cite the cost factor of time and money wasted in traveling those distances but tend to evade contemplation of the cost of new construction. The three centers worry about losing whatever tenuous personal contact they do have with their elected representatives if the representative's work location is not in any of the existing communities.

The feeling of alienation that many residents have regarding government is one of the realities that needs to be examined in the context of how the entire situation has come to exist. In the initial stages of change none of the issues, even of government restructuring, was brought to the public in a referendum. Instead, there were three processes by which public trust was gained. Elected officials were consulted and their recommendations were considered to be "the voice of the people". In addition, the University of Western Ontario, in London, sponsored a series of informal meetings in the homes of influential community members at which reactions of the business and professional leaders were recorded. Lastly, the Port Dover Board of Trade held two "planning seminars" which were open to the public and which were attended by a good cross section of people. The conclusion, therefore, was that the issues had been brought to residents of the area and had been approved.

There are several fallacies in this conclusion, and they each should be contemplated. From the beginning, and through each process, the municipal government structures had suffered from a real disadvantage. Council members of Port Dover, and of each council in the area (at that point, autonomous) were sincere, conscientious men, but were inexperienced in the workings of larger government. Almost without exception, they were men who were taking time away from their small business or farm and from their families to keep the wheels of their town running smoothly. They were men who answered their phone late at night in their homes to help with the problem of a tree that needed to be cut down, or of dogs that were running loose, or of a street that should be cleaned. The horizontal ties were strong within their communities and political positions were based on a network of personal relations. They were quantitatives; they knew "everyone", and it was "who" they knew, as much or more than "what" that was important. Participation was consistent in local service clubs, social organizations and churches. Virtually to a man, the elected leaders might well have served as the prototype for Robert Merton's description of a localite: Parochial in nature, all their interests were intertwined with their community; little thought or interest was given to the Great Society. They could not have been more deeply rooted; their origins, their lifestyle, their futures were planted in the solid earth of their land. The basic security and satisfaction derived from that status quo far outweighed any insecurity or dissatisfaction which

occasionally was felt. They did have to prove themselves individually as they passed from childhood to manhood, but for the most part there was an easy acceptance of the "new generation"--perhaps because there was so little "generation gap". Their lives essentially were static, and confidence came from knowing well the role they played and the stage upon which it was performed.¹

Their municipal responsibilities were, in a relative sense, uncomplex. Public interest, as Vidich and Bensman have suggested of small towns, was negligible; private complaining was the usual format; attendance at local council meetings was precipitated by a specific concern or request.²

And then those men who wore shirt sleeves and carried reports in loose leaf binders were approached by men who wore pin striped suits and carried reports in bulging briefcases. Information, staggering in content and volume, was given to the local councillors and pressure put upon them to make vital decisions based on that information which they sometimes were unable to assimilate or comprehend. As two counties became a region, and five widely separated small communities became a city, all the rules changed. Keeping up with the volume of paperwork became a Herculean chore; enacting legislation, based on that paperwork, which would determine the future of the area, became even more of a nightmare. Some of the councillors were dangerously over-extended in terms of ability; although issues and criteria had changed, the personal network which elected those councillors had not been altered.

Municipal and regional councillors responded to the chore put before them because they felt they had little real choice. The Provincial government had determined policy for the area and that authority seemed indisputable, especially as the communities were dependent on vertical networks for critical grants and subsidies. Reliance on financial support became increasingly necessary as improved and extended roads and services were installed to sustain projected population growth. Those services initially had been held out as a carrot (or blackmail) to ensure the cooperation of local councils - - they were now an entrapment. Vidich and Bensman address this problem as a recognizable syndrome. A municipal council "orients its action to the facilities and subsidies controlled and dispensed by other agencies and, by virtue of this, forfeits its own political power...as a consequence of this pattern of dependence, many important decisions...are made by outside agencies. Decisions which are made locally tend to consist of approving the requirements of administrative or state laws. In short, the programs and policies of local political bodies are determined largely by acceptance of grants-in-aid offered them - i.e. in order to get the subsidy, specific types of decisions must be made - and by facilities and services made available to them by outside sources. Psychologically this dependence leads to an habituation to outside control to the point where the town and village governments find it hard to act even where they have the power. Legal jurisdictions have been supplanted by psychological jurisdictions to such an extent that local political action is almost exclusively oriented to and predicated on seeking favors, subsidies,

¹Description of municipal councillors based on an essay

and special treatment from outside agencies. The narrowing of legal jurisdictions by psychologically imposed limits leads to an inability to cope with local problems if outside resources are not available".³

I talked to a respected local councillor about this syndrome and he immediately recognized the pattern. He elaborated by saying "almost every situation depends on grants; we can't cut off sources that affect an area. This problem especially infiltrates small municipalities, because the ramifications are more important on a per capita basis. Presently in this particular area where population is limited and services (over) extended, think of the enormity of the meaning of loss of funding. We couldn't possibly cope".

Thus, autonomy in Port Dover, as in the other small communities which comprise the City of Nanticoke, is no longer even a remote consideration. Viability is dependent totally on a systematic network. Roland Warren states that certain commonly accepted characteristics of a "good" community, such as autonomy and viability, may be incompatible. He suggests further that the "good" community is not a "grab-bag of goodies" to satisfy every conceivable desire; that it involves choices and rejections which are made deliberately or by default; and which are worked out in the interplay of political forces. Warren hypothesizes that three questions need to be raised in defining community goals:

How much of what we want is actually possible?
How much of what seems desirable do we actually want?
How much of a price are we willing to pay for it when other values are jeopardized by it?⁴

Warren is presuming that those questions will or should be asked at the community level. In Port Dover, the feeling is that those questions were asked and answered for them at the Provincial level.

The feeling also exists that in answering the questions, little concern was shown for the needs or values of the community as expressed by the community; rather, those needs were interpreted by people viewing the scene from a physical, intellectual, and emotional distance. A major part of the political transition involved total revision of municipal and regional by-laws and zoning regulations. Concerned groups felt that some of the revisions threatened future development of local properties, but their input - which had been encouraged - for the most part was disregarded. Consultants, hired by the municipality at the suggestion of the Province, viewed Port Dover in a superficial and seemingly patronizing way that infuriated many local residents and divided many council members. The members were torn by allegiance to the electorate and by an instinct, based on insecurity, to trust those with degrees in urban planning. As Leonard Cottrell has stated, "All too frequently, a community has accepted advice and decisions of various local, state and federal 'planning and development experts' only to discover that it has been sold down the river for exploitation by special interests which control these alleged public agencies, or by the self-perpetrating bureaucratic concerns of the agencies themselves. Communities must learn to make full use of specialists

- 7 -

who command technical knowledge and expertise. They will find it necessary to participate in continued planning to meet changing conditions and new problems generated both inside and outside the community. This need imposes the further necessity of learning how to use experts and specialists without being controlled by them. One important device is to structure the situation so that the experts are clearly subordinate to a broadly representative, tough minded citizens' group which can be trusted to see that the technical issues are translated into terms the community can understand, and widely communicated and discussed in the framework of the long run values and welfare of the whole community. No community can trust even the best-intentioned specialists to perform this function for it".⁵

Port Dover had a "broadly represented tough minded citizens' group" in the Community Planning and Industrial Development Committee of the Board of Trade (Chamber of Commerce). Unfortunately, it was their participation in the early stages of planning which led in part to the ultimate apathy that continues to paralyze most of the citizens. The reason is that the community input which was painstakingly recorded, catalogued, and forwarded to the appropriate agencies was ignored, as was any research done by concerned citizens at the local level. It was not only disregarded, but in some cases ridiculed in public meetings and in the media. Illustrated is an example of a columnist's satire which effectively destroyed the credibility of one such group, the Common Sense Coalition. Under most circumstances, it is difficult to encourage public participation because as Videch and Bensman explain, "the complexity of organizing political support; the necessity for historical, legal, and technical knowledge in defining an issue clearly; the lack of knowledge of procedure; the lack of time - all these factors lead to inaction and a complaining but dissatisfied acceptance of the 'business as usual' ideology".⁶ When people are moved to action by events which seem particularly and/or personally threatening, it is necessary for that particular effort to be sustained by the feeling that their commitment is being rewarded.

Cotrell notes that "people become genuinely committed to a community when: (1) they see that what it does and what happens to it has a vital impact on their own lives and values they cherish; (2) they find that they have a recognized significant role in it; and (3) they see positive results from their efforts to participate in its life...It is encouraging that whatever the causes, people of all ranks and conditions often show that they are capable of becoming deeply committed to things of which they are a part, even under the most demanding and uncompromising circumstances. It is a universal tendency to be attached in many ways to one's own locality, 'be it ever so humble', but cheap, exploitive, manipulative use of this sentiment can turn into bitter rejection... commitment grows with the realization that what one does makes a difference. People may be encouraged and helped to achieve what appear to be significant roles in the community, but if they do not find that they are actually making a significant impact on community processes and problems, the activity becomes meaningless. They then fall victims to that chronic sense of individual impotence peculiar to modern life. Alienation and reduced commitment result."⁷

When important horizontal networks within a community are interrupted, a vital ebb and flow necessary to the sustenance of community identity is obstructed. There is widespread recognition that the problems of Gemeinschaft and Gesellschaft exist almost universally. Not only Tönnies, but Becker, Maine, Durkheim, and Bahrtdt, among others, have discussed the issues at length. Robert Nisbett points out that primary relationships, such as those of family, church, and neighborhood, which created a shared feeling of meaning and purpose for the individual, are being replaced by dependence on larger organizations which are too remote to meet the psychological needs of the individual.⁸

It would be ridiculous to think that Port Dover could have continued indefinitely in its insular way of life, or even that to do so would be desirable. There is no doubt that change can be positive; I think the important criteria is whether or not change has been induced with the cooperation and participation of the people. It is vital for a populace to feel that things are being done for them and with them, not to them. Otherwise, there is a resultant feeling of loss of control which is a psychologically debilitating factor in any situation and which, unfortunately, is a reality in many aspects of urban life today.

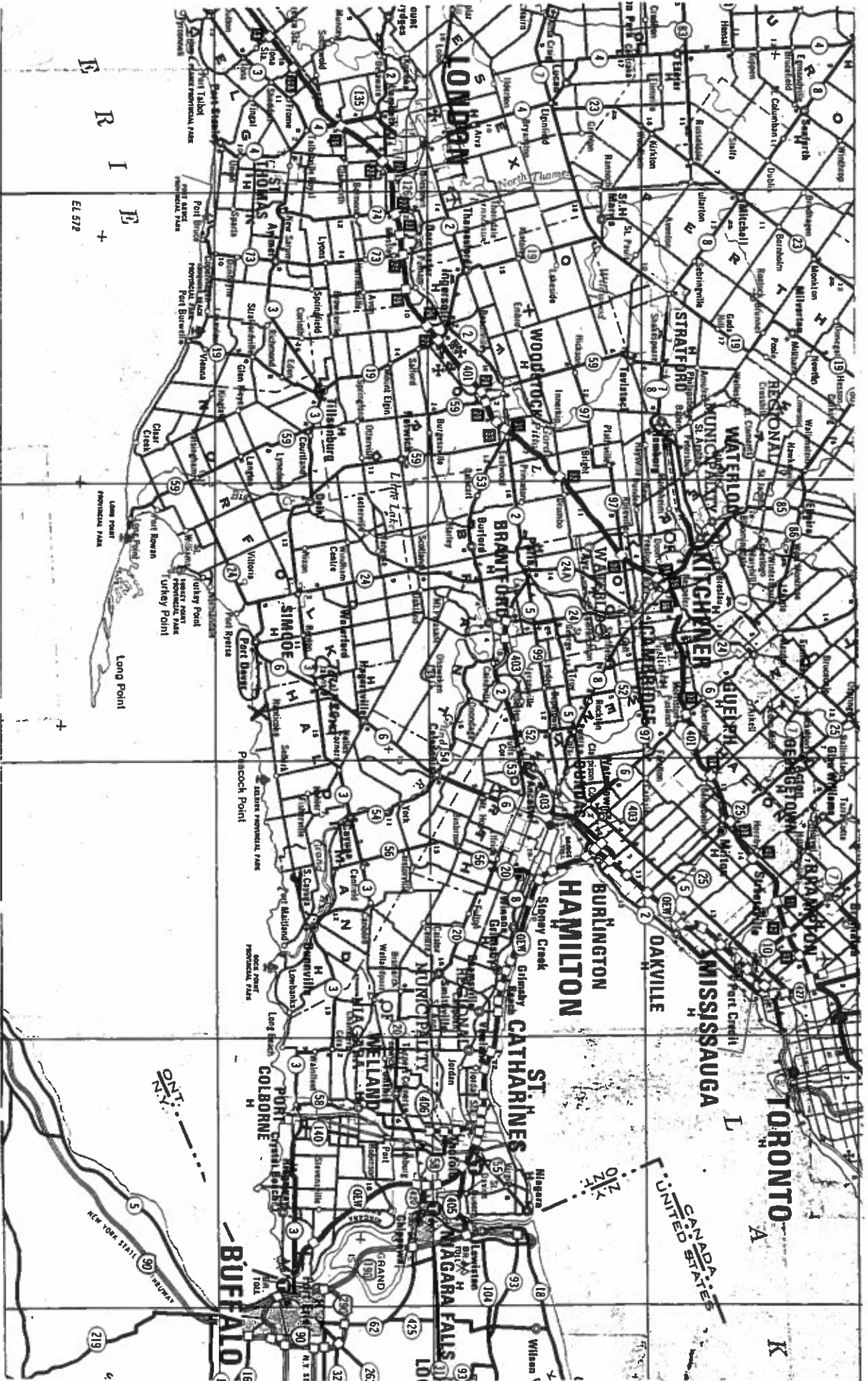
An indication that change can be accomplished with a minimum of trauma exists in Toledo today with the Warren-Sherman Project. As in the Nanticoke area, business and industry have decided to invest because it might be profitable and because the location has useful features. As such investment creates jobs and broadens the tax base, there seldom is sustained objection if an adequate bridge of communication has been built between the agents of change and the affected populace. In Toledo, City Venture Corporation (a non-profit corporation with stockholders such as the American Lutheran Church, Control Data Corp., Hudsons, electronic firms, a newspaper, etc.) is creating an ongoing business and industrial site without treading on the toes of the populace there, by building a base of honest communication and by encouraging public participation. Unfortunately, the Nanticoke Project, with its attendant political changes, has made many of the local residents feel offended and disadvantaged. With enough time and progress, those feelings will mellow provided enough good things happen to offset current costs, both fiscal and emotional.

Haldimand-Norfolk Region -

extends from (and includes) Tillsonburg in the west to (and including) Dunville in the East; from the shore of Lake Erie in the South, to an area below Brantford and Hamilton. This large territory replaces the former county system of government.

The City of Nanticoke

includes Port Dover, Jarvis, Waterford, the Nanticoke Project (Lake Erie Industrial Park, including Stelco, and Texaco and Ontario Hydro) and the 'new city' Townsend.
excludes Simcoe, previously thought of as the regional center.



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Area Development

Sites & Facility Planning

pub. monthly ~~at~~ at Easton, Pa.,

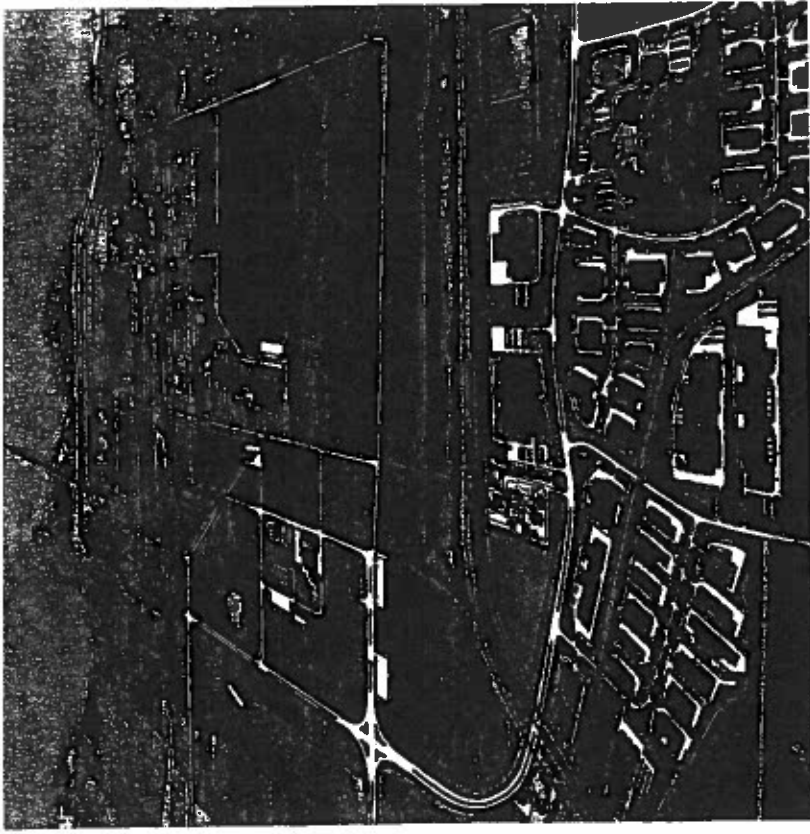
by Halcyon Business Publications, Inc.

432 Park Avenue South, New York, N.Y.

10016.

February 1981 issue.

TYPED



Lake Erie Industrial Park: portrait of opportunity

This will be Lake Erie Industrial Park, a unique and significant development, destined to be the hub of an entirely new industrial area in the famous Golden Horseshoe of Southern Ontario.

Potential? Located near Nanticoke, some forty kilometers south of Hamilton, the 2400 acre (600 ha) park is ideally situated to serve key North American markets, close to major cities yet refreshing free of their traffic congestion. It's adjacent to Steilco's massive steel plant, now in operation.

Next-door neighbours are Ontario Hydro's huge generating station and Texaco's new oil refinery. The entirely new community of Townsend is planned for the area; eventually it is expected to contain more than 40,000 people. Truly the area is poised for a bright, exciting future.

Lake Erie Industrial Park is a Steilco development that will create opportunities for a wide variety of enterprises. We'll be pleased to provide more information; write or telephone:



Lake Erie
Industrial
Park

Steilco Technical Services and
Property Development Dept.
Wilcox Street, Hamilton, Ontario
L8N 3J8
Tel: 519/328-2371
Ext. 428 or 2372

Circle 96 on Executive Inquiry Card

NOVEMBER 1980

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INTERNATIONAL SECTION

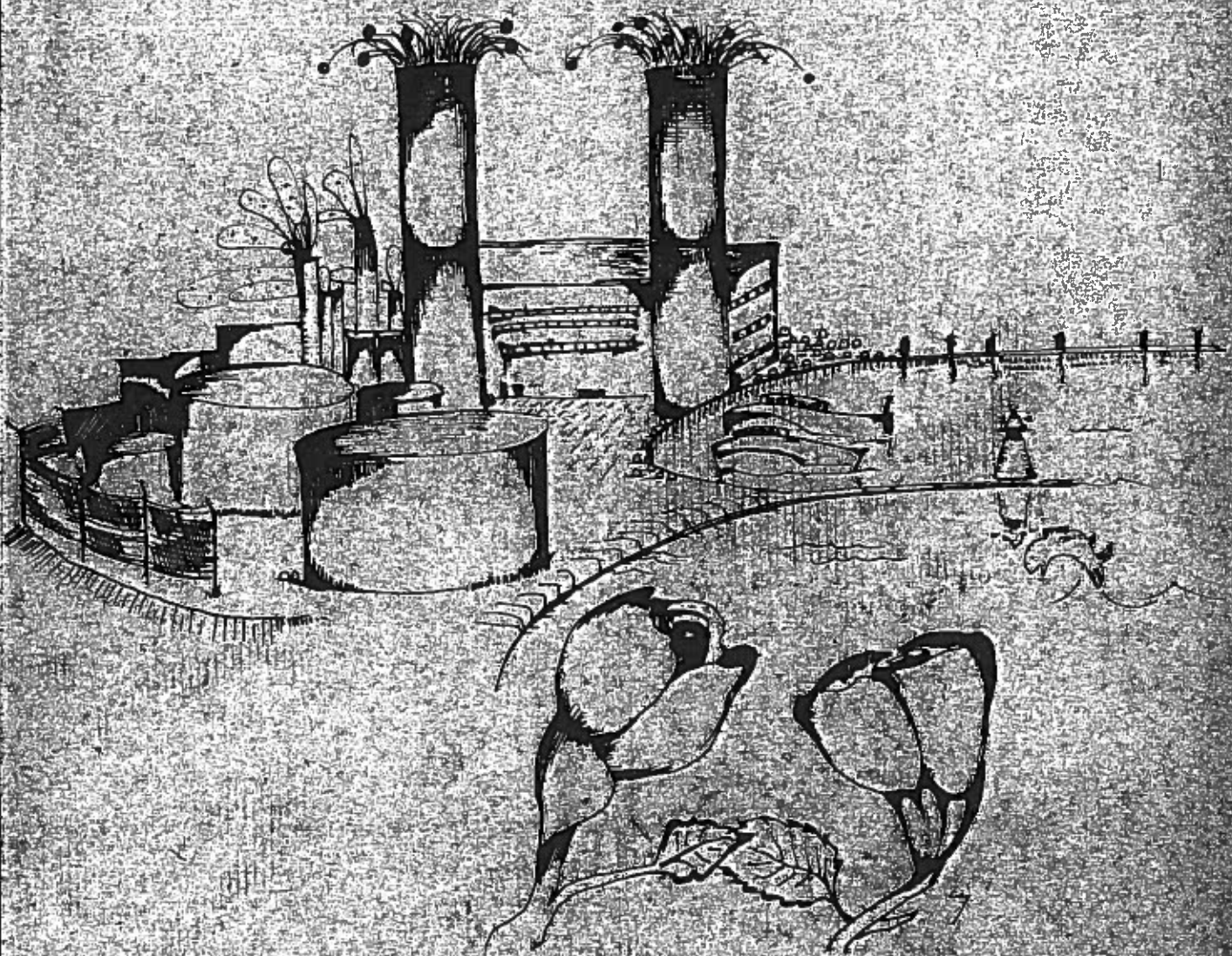
Area Development, Feb. 1980

AREA DEVELOPMENT

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PORT DOVER "1986" VER

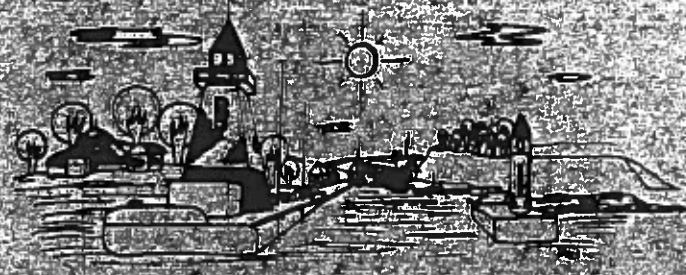


Sponsored by

**Port Dover Board of Trade
and
Community Planning Association of Ontario**

PROGRAMME

PORT DOVER 1986
March 9, 1976
PORT DOVER PUBLIC SCHOOL
MAIN STREET
7:30 P.M.



PURPOSE OF MEETING: The purpose of the planning dinner on February 25th, was to define the issues and concerns for the future of Port Dover, glean a general, overall survey of the feelings, and ideas of the the people attending, and present a preliminary report to the City of Nanticoke Council at a public meeting. Hopefully, at this second meeting tonight, by breaking up into areas of concern, we will pinpoint specifically, the wishes of the people of Port Dover and present Councils Nanticoke & Regional with concrete proposals and recommendations in the final report.

7:30 pm Registration
8:00 pm Presentation
of
Preliminary Report
to the City of Nanticoke Council
9:00 pm Group Discussions
with Coffee and Dessert

QUICK SUMMARY OF DISCUSSION DISCUSSION GROUPS

- GROUP 1: GROWTH AND DEVELOPMENT
- GROUP 2: HOUSING-WHAT IS THE FUTURE? WHAT ARE THE ALTERNATIVES?
- GROUP 3: INDUSTRY-WHAT IS THE FUTURE FOR PORT DOVER?
- GROUP 4: RETAIL & COMMERCIAL AREA
- GROUP 5: COMMUNITY SERVICES-CULTURE, EDUC.

- GROUP 6: RECREATION
- GROUP 7: FISHING & HARBOUR DEVELOPMENT
- GROUP 8: TOURISM
- GROUP 9: TRANSPORTATION & AGRICULTURE
- GROUP 10: HERITAGE
- GROUP 11: GENERAL CONCERNS

PLEASE BRING THIS WITH YOU ON THE 9TH



The Port Dover Board of Trade welcomes you as a concerned citizen and participant in the planning for the future development of Port Dover within the larger framework of the City of Nanticoke.

What are some of the issues? Here are a few points to guide you in your discussion of potential development.

PORT DOVER 1986

Erie Beach Hotel, February 25, 1976, 5-30 p.m.

EXISTING WATER & SEWAGE FACILITIES

Present sewage capacity: 17,000 people.
 Present water treatment capacity: 3500 people. We are at that limit now. Designs are well under way, some special construction needs pre-ordered, and tenders ready for March/April to triple capacity to 11,000 people.

HOW FAR & HOW FAST WILL WE GROW?

Will our growth be limited by the capacity of the water treatment plant (11,000)? Why was water treatment not planned to correspond to present sewage capacity? Would it be more expensive in long run to increase AGAIN at future date?

LOW VERSUS HIGH DENSITY

How many people per acre is good for Port Dover? Do we really need 24-32 people per acre to achieve fast population growth? Do we need high-rises? How high? Best place for them? Is it possible to conserve land with attractive high density housing? Is traditional parkland really necessary? Is cluster housing one answer?

ALTERNATE METHODS OF LOW COST HOUSING

Mobile homes, Al-Can, modular homes, steel homes, lease land (and buy house only). Pros and cons.

GROW LOCALLY OR GO TO TOWNSEND???

DOWNTOWN CORE DEVELOPMENT

Parking needs, face lift, how to organize Downtown office space and apartments?

PROS & CONS OF RE-LOCATING PORT DOVER INDUSTRIES TO MAKE RIVER FRONT RECREATIONAL PARK AREAS

Our industries have been backbone of community for up to 75 years. Employ 400 plus people.
 Pay nearly \$3,000,000.00 annual wages.
 Create jobs locally especially for unskilled labour who otherwise might be on welfare rolls.
 Create opportunities for related business.
 Diversify the area.

Is it good for us to be just a bedroom community? Is it good for us to have all our "eggs" in one industrial "basket"?
 Do we take full advantage of the beach area for recreation?

TOURISM

Tourism is one of our MAJOR industries with an economic impact on the community.

We need more accomodation-hotels, motels.

We need more harbour beach development.

Why not promote year-round recreation?

COMMUNITY SERVICES & SOCIAL DEVELOPMENT

We have schools, churches, church halls and an arena.
 We could attract a Community College.
 A Recreation centre is needed.
 Cultural needs include music, the arts, crafts of all kinds.
 What is the role of our ethnic groups?
 What is the role of our service groups?
 Are our Public Health services adequate?
 What are our Senior Citizen housing needs?
 How will any increasing population affect all of these needs and facilities?

TRANSPORTATION

Alternate routes needed due to increased population.
 Sources other than roads.
 Public transportation from other areas, especially to bolster tourist industry.

AGRICULTURE

How should we preserve our agricultural lands? What government levels are involved in this concern?

FISHING

Fishing is a vital local industry-it helps promote tourism, provides a needed food supply and IT IS THE IMAGE OF PORT DOVER. How can we protect and encourage this colourful resource?

HARBOUR DEVELOPMENT

We have a unique harbour. What are future plans?

We hope these points have stimulated you to add many more of your own thoughts, ideas and questions. Remember our local government wants to hear it. All they represent YOU in planning Port Dover's future!

PORT DOVER BOARD OF TRADE EXECUTIVE

This is your planning guide. Keep it with you for future reference.

More information contained on inside of these sheets

SUMMARY OF GROUP DISCUSSIONS

Held at Erie Beach Hotel on Feb. 25, 1976

Concern 1

Growth

1. Majority in group 1 felt Port Dover would lose its charm if growth beyond 10,000; a few thought 25,000 would be acceptable.
2. Port Dover should remain a small town with historical significance. Should be controlled and well planned growth to 10,000.
3. Expand water treatment to match present sewer capacity. Grow to 12-15,000 in the next five years; maximum of 20,000 in next 25 years.
4. Majority felt population of 10,000 was maximum. Noted that doubling the population so quickly would be a cultural shock.
5. The town should grow to approximately 10,000.
6. Control growth of community by keeping density per acre low. Retain green areas; one of Port Dover's distinctive characteristics is its atmosphere; the water, air, pace, attributes to maintain.
7. Total population should be 8-11,000 people. After 11,000 natural growth factor of 4-5 per cent would be adequate.
8. Grow to present water and sewer capacities then re-assess needs; rate dependent on demand.
9. Grow to 11,000 by honoring committed housing only. Keep a low density to avoid any blum areas.
10. Allow population to increase only as it is needed; increase should reflect only controlled and orderly development. Provide ample serviced lots to keep the price competitive.
11. Indication that a doubled or tripled population is expected.
12. Feeling that the actual rate of growth cannot be controlled, but that quality can by careful consideration. Growth is essential for survival of the community. Should consider an attempt to locate the municipal offices for the City of Hanthorpe here in Port Dover as it appears we have the most growth potential (closeness to industrial complex, commitments for housing, services, harbour development). Municipal offices here would in turn create more growth. We should be sure of what we want.

Concern 2

Townsend (as it might affect the development of Port Dover)

1. Most in group felt Townsend would take a good portion of the growth after it is established and that it should be built to draw people there. Lots should be cheaper in Townsend as well.
2. Slow down on Townsend.
3. Feel that present communities be allowed to reach their projected growth before Townsend is developed. It should not be developed if existing communities have to help pay the cost of servicing the land.
- 4, 5. No comment.

7. Let Port Dover and other towns develop to projected level (8-11,000 in Port Dover) before Townsend gets under way; otherwise might have to pay for services not required or used.
8. Townsend should be built as pre-empted and without temporary set-up (lagoon, etc.)
9. No comment.
10. Townsend should only be developed after a need has arisen which the present community cannot fill.
- 11, 12. No comment.

Concern 3

Direction of growth

- 1-3. No comment.
4. A slight preference for growth to the west and north.
5. Grow some in each direction.
7. Development should go north and west.
- 6, 8-11. No comment.
12. Should encourage developers to develop scrub or marginal lands.

Concern 4

Housing and density

1. No comment.
2. Good housing mix with high rises in proper places.
3. Keep density 15-18 people per acre. Use cluster housing with town houses and apartments. Limit high rise and no higher than six stories. Strict control on housing mix to avoid future slums.
- 4, 5. No comment.
7. 32 people per acre too high, but 12-14 too low; not wise use of the land. Everyone in the group against higher than six story building. Apartments should be grouped together; cluster type housing preferable; mobile homes are not acceptable (they are fairly costly to owners and depreciate in value).
8. Combination of row and single family housing; some high rise. Against providing low cost housing in excess. If densities become higher, then parkland requirements should increase in proportion over the required 5 per cent. Can younger people afford to live here? Concern over cost of lots now (about \$20,000).
9. Keep a low density and avoid slum areas.
10. Have balanced housing mix. No trailers or mobile homes. Older people should be within walking distance of downtown.
- 11, 12. No comment.

Concerns Continued

Concern 5

Industry

1. We need the small industries that are already here. We also could use a small industrial park for clean industries. The existing industries could be spruced up.
2. No comment.
3. Relocation of existing industries is up to the individual industry, but relocation might remove the industrial tax base, making Port Dover a dormitory for Nanticoke and putting all the "eggs in one basket". These industries employ many untrained people; relocation would destroy their means of making a living and forcing many to go on welfare; not a good idea.
4. Space should be set aside for secondary industry.
5. Local industries are part of the community and wish to remain part of the town.
6. Maintain the fishing industry.
7. Relocation of industry not feasible, but industries should not pollute the river.
8. Too costly to expropriate the industries. However, if lake and river industries clean up and plant foliage these areas could still be recreational.
10. Most felt Port Dover does not have much potential to attract new industry.
11. Provide for lake oriented industries (other than tourism and fishing).
12. The group felt that it was desirable to leave the industry in the Silver Lake area intact but that it would be possible to improve the appearance.

Concern 6

Commerce

1. Downtown area should be more competitive.
3. Suggest that merchants take the lead, organize, and work for more parking lots and rejuvenation of the area.
- 2, 4, 6. No comment.
5. Cost of gas in the future will mean more people will shop in Port Dover. Downtown shops should expand south and north.
7. Merchant expansion should be east and west, not north; infilling and general face lift needed.
8. Face lifting, competitiveness, more products needed for downtown areas; merchants should form an association.
9. Expand business district east and west of Main Street.
10. Free enterprise should develop downtown core as need arises.
11. City of Nanticoke should initiate a study possibly financed by a Ministry of Housing Planning Study grant to designate and zone a central business district large enough to serve a doubled or tripled population.
12. Concern that there is no readily available room for conceptual growth. Should form a merchants association. A priority maybe should be the inadequate parking facilities in the downtown area. Improvements in the downtown area probably would be a natural result of improvements in the beach and harbour areas.

Concern 7

Agriculture and transportation

3. High level bridge over harbour, one way street system in downtown area, better system of public transit needed between industrial sight, Port Dover, and Simcoe.
4. Concern over use of good farm land for development.
8. Preserve good agricultural land and tax so that farming is profitable.
12. Good agricultural lands should be kept and marginal lands abandoned. There is gross misuse of government funds in the control of lands; eg. escarpment control, etc. We should encourage developers to develop scrub or marginal lands.
- 1, 2, 5, 6, 7, 9-11. No comment.

Concern 8

Fishing

6. Maintain the fishing industry.
8. Stimulate fishing industry.
7. Fishing is a vital industry and MUST be preserved. Provides much of the charm and character of the community as well as providing employment and financial input. Plays a large role in the tourist industry.
9. Give some sort of tax incentive to the fishermen to encourage renovation of and use of shanties for storage of equipment. That would tend to enhance the shoreline which is picturesque and unique and should be preserved.
10. Fishing is important.
11. Provide protected locations for fishing and fish processing.
12. Fishing is an integral and important part of the community and should be protected and encouraged (especially against the strong lobbying powers of the sports fishermen). Tourism and the ship building industries are particularly dependent on the fishing industry.
- 1-5. No comment.

Concern 9

Recreation

1. The harbour and Black Creek areas are enough for recreation and tourism (in reference to possible relocation of local industry to provide recreation at Silver Lake).
2. We should expand recreational facilities. We could encourage year-round recreational facilities: hiking, lake trails, cross-country ski trails, an enclosed olympic sized pool. We could develop the beach to the east by building groins into the lake to collect sand.
3. Cannot afford more recreation right now. More facilities should come when population needs arise. Service groups have done an excellent job in providing the town so far.
4. Use town hall for musicals, museum, etc. Need for arena, pool, meeting rooms, banquet facilities. Tillsonburg Centre is a good example.
9. Encourage free enterprise to provide arena, theatres, etc. with minimum of control.
- 5-8, 10-12. No comment.

Concerns Continued

Concern 10

Harbour Development

1. No comment.
2. Port Dover Harbour: a unique and golden opportunity. Take advantage of Federal grants: FWP (Furthest Wharf Policy) MPAP (Marine Policy Assistance Program) Great Lakes Access Program pays up to 70 per cent of developers share. Application must be submitted to receive consideration for harbour development. Keep in mind our boating population increases 12% per cent per year in Ontario. We need to clean up the lift bridge area.
3. Develop marinas to handle more pleasure craft: clean up beach area: develop craft village in harbour area: install public launching ramp and more accessible docking facilities. High level bridge over harbour. How can Council influence Federal policies on harbour development? Seems to be a lack of communication between levels of government. Establish a Port Authority to co-ordinate growth and development.
- 4.5. No comment.
5. Harbour contributes to distinctive "atmosphere" it should be maintained.
6. Beach and boats are major attraction. Unoccupied areas on far river could be cleaned up for parking, boat watching, and boating.
7. Extend harbour east and protect shoreline from erosion.
8. Encourage craft shops in harbour area.
9. Extend harbour to full potential.
10. Shore works including beams and breakwaters should be extended eastwards sufficiently to achieve control and elimination of shore erosion, provide shore front protected location for lake oriented industries such as ship building, fishing, fish processing, provision of small boat anchorage, especially for sailboats. This would reduce the opening of the lift bridge.
11. Harbour development is essential. Besides promoting our industries such as fishing, boat building, and tourism, it will increase the commercial volume and provide additional recreation. The development should make full use of existing available open areas, and perhaps should be set up by a Harbour Commission created for that purpose. The Board of Trade has some suggestions from a study made by the landscape design class of Fanshawe College, and also is attempting to start a sailing school. Harbour improvement would creep through the town, with the usual improvements being seen in the commercial area. One problem is that the CNR controls so much of the land. Protection might be possible for the beach re a break-wall.

Concern 11

Concern 11 Tourism

1. Should be promoted in the Harbour and Black Creek areas.
2. More tourist accommodation. Better custom service. Retain the flavour of Dover.
3. Comments included in Harbour Development & Recreation.
- 4.5. No comment.
4. Increase tourist accommodation. More comments inc. in Harbour Development & Recreation.
7. Accent on Tourism. Keep and expand charm of Port Dover. More hotels needed for conventions, etc. Would cottages or motels be economical in winter?
8. Need for more and better accommodation. Stimulate uniqueness of recreational and fishing industries, encourage more boutiques like the Sandal-maker, antique shops, etc. Involve young people more in a Clean up for Tourism, ideas for the future, etc.
9. Promote Tourism to attract the "two-week" tourist: hotels, motels, swimming, organized recreation. Encourage craft shops and speciality shops. Strong recommendation to promote tourism. Wash room facilities should be improved.
- 10-11. No comment.
12. Feel that Tourism as an industry (a major one) could be lost if precautions not taken to protect. Discussion of value of industry to whole community and hope that planners will consider, especially in harbour area.

Concerns Misc.

- Why was development concentrated on this side of Nantawoke and not more towards Dunnville?
- Does the Public input go anywhere?
- Why cannot local planning be done by Port Dover with the help of professional planners?
- More information is needed to gain a perspective of how Port Dover is part of the over-all picture of the City of Nantawoke.
- We should retain the existing buildings which are of architectural value.

GENERAL SUMMATION

The purpose of the first meeting of the Port Dover 1986 series was to define the issues and to gain an overall indication of the feelings, concerns, priorities, and suggestions of the citizens attending. By organizing into the areas of concern at the second meeting of Port Dover 1986, we hope to pinpoint more specifically the wishes of the people who live in Port Dover. Concrete proposals and recommendations will be presented in the final report.

From the first meeting the following suggestions in a consensus have evolved.

1. Growth should slow to a natural rate after 10,000. Only our present housing commitments should be honored.
2. Townsend should develop only after our present commitments have been met, and servicing should not be provided at the expense of existing communities.
3. Densities of 32 population per acre are too high, but the present may not be high enough. It is important that the figure should ensure good land use. No high rises above 6 stories. Be wary of Low Cost Housing, limit and control type.
4. The existing industries should not be relocated unless the owners institute such a move. With a bit of face-lifting and landscaping they could become compatible with the surrounding area.
5. Commercial development should be a matter for the merchants involved, with the possible help of funding and/or a City initiated Planning Study for a central business district to meet the needs of increased population.
6. Tourism should be promoted, expanded, and emphasized.
7. Harbour development is essential and protection of the shore line vital. The beach should be cleaned up, craft and boutique areas encouraged, public launching and accessible docking facilities needed. A Port Authority or Harbour Commission should be established to coordinate growth and development, find funding.
8. Viable farmland in and around Port Dover should be preserved and utilized for agricultural purposes.
9. Consideration needs to be given to transportation, especially re public services and suggested routes.
10. Fishing industry is vital to Port Dover and should be protected and encouraged. Incentive should be given to the fishermen, particularly to renovate and use the shanties along the river. Keep the Great Lakes clean.
11. Set aside some land for additional clean industries. It is not good to have all our eggs in one basket.
12. Additional recreation should be encouraged. Must year-round recreation be indoors?
13. Consider the possibility of locating the Municipal offices for the City of Nanticoke in Port Dover.
14. Port Dover has many unique qualities and these should be preserved and enhanced. Growth should reflect this uniqueness and compliment it, not destroy it. Usual urban standards are not necessarily good and do not necessarily fit into a quiet lakeside town.

MEMBERSHIP OF PORT DOVER BOARD OF TRADE



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P. Miller
Misher Fertilizer
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CITIZEN GUIDELINES

for

SMALL TOWN DEVELOPMENT:

PORT DOVER, ONTARIO

Michael James Marra

580383

submitted in the fulfillment

of the

Requirements of Geography 145

Dr. E. G. Pleva

Department of Geography
Social Science Centre
University of Western Ontario

IMPLICATIONS AND RECOMMENDATIONS

Introduction

As a result of a recent public "planning seminar", the citizens of Port Dover have concluded:

Port Dover has many unique qualities and these should be preserved and enhanced. Growth should reflect this uniqueness and compliment it, not destroy it. Usual urban standards are not necessarily good and do not fit into a quiet lakeside town.

The citizens of Port Dover do not know the precise consequences of rapid and pronounced urban growth, but they are sure that the town's traditional urban identity must be preserved.

Accordingly, satisfaction of this primary public aspiration should be the objective of all Port Dover planning efforts. Much of this report is concerned with methods of seeing this objective satisfied to the fullest.

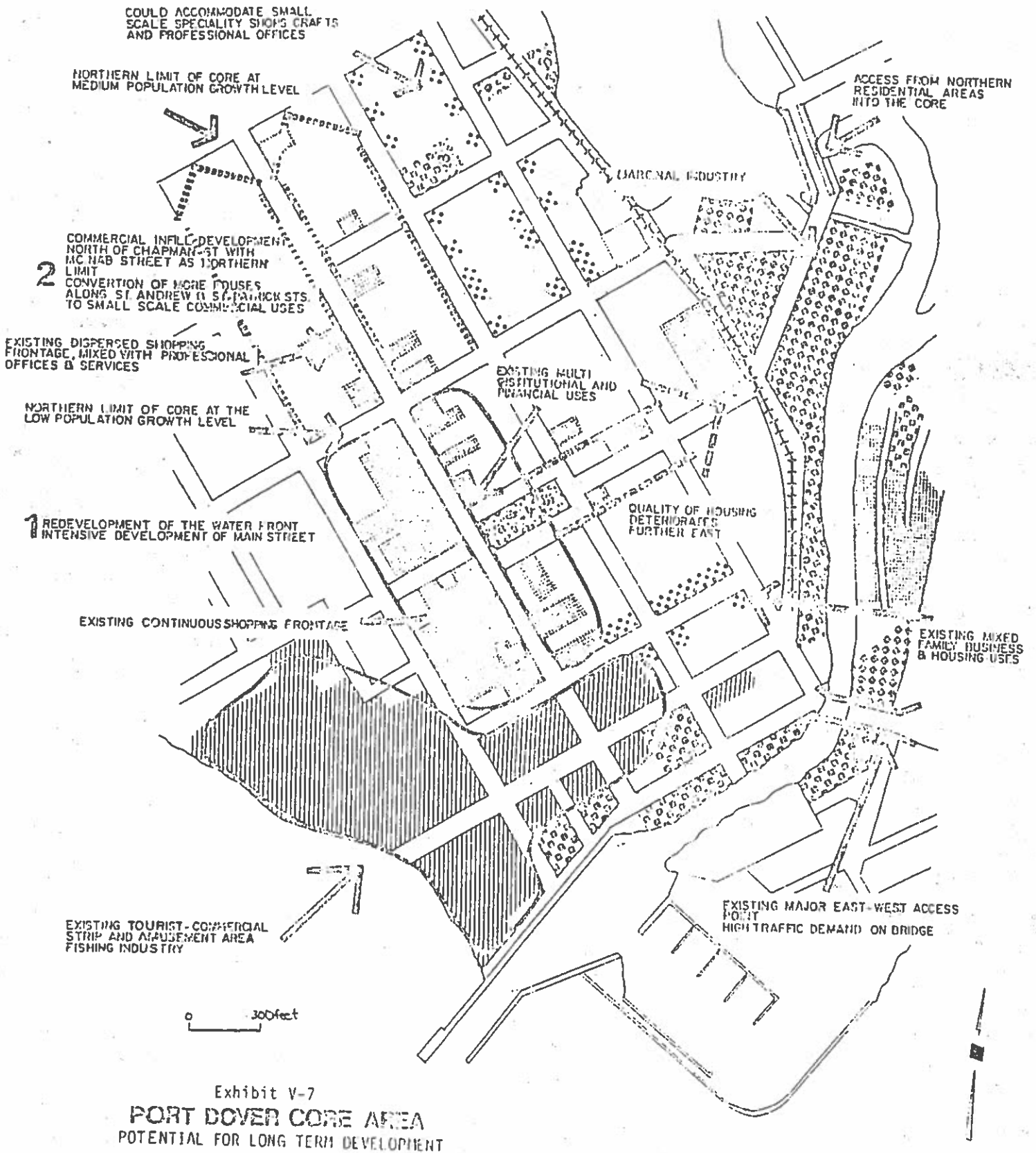
Chapter 1: THE ECONOMIC BASE

1.1 Urban Retailing

Port Dover's retail section (Map 4) has remained more or less stable over the past twenty years. Table 1 is a compilation of the type and number of retail outlets in 1958. Table 2 presents similar data for 1975. In 1958, there were seventy-eight retail establishments, as compared to sixty-nine in 1975. The precise nature of the changing retail sector is illustrated in Table 3.

Most of the changes are due to transitions in the North American economic way of life. For example, the small grocery stores, butchers, and tobacco, candy and novelty stores that were once a predominant feature on the urban landscape have been forced out of existence by supermarkets

MAP 4: THE DOWNTOWN-WATERFRONT AREA, 1975



Source: Planning and Development Department, Regional Municipality of Haldimand-Norfolk

TABLE 1: THE FORT DOVER RETAIL-SERVICE SECTOR, 1958

Auto accessories	1	Dentist	1
Bake Shop	1	Department Stores	2
Barber Shops	2	Doctors	5
Beauty Salons	3	Drug Stores	2
Bowling Alley	1	Electrical, Plumbing heating, etc	3
Brewers' Warehouse..	1	Furniture and Funeral Director	1
Butcher Shops	2		
Dairies	2		
Gents. furnishings ...	2	Kiddies Tog Shop	1
Govt. Liquor Store ...	1	Ladies' Specialty shop	1
Grocery Stores	5	Law Office	1
Hardware	2	Restaurants	7
Health Institute	1	Service Garages	9
Hobby Shop	1	Shoe Stores	2
Hotels	3	Supermarkets	2
Insurance agents	6	Tobacco, Candy and Novelties	2

Source: Fort Dover Industrial Commission and Fort Dover
Board of Trade, Fort Dover, Ontario, Canada, (1958), p.5

TABLE 2: THE FORT DOVER RETAIL-SERVICE SECTOR, 1975

COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL			
Auto Accessories	1	Furniture, Funeral Director	1
Bake Shop	1	Government Liquor Store	1
Barber Shops	2	Hardware	2
Beauty Salons	5	Hobby Shop	1
Boutique	1	Hotels	3
Bowling Alley	1	Insurance Agencies	4
Brewer's Retail	1	Kiddies Tog Shop	1
Chiropractor	1	Ladies Specialty Shop	1
China Shop	1	Law Offices	2
Dairy Bar	1	Meat and Locker Service	1
Dentist	1	Optometrist	1
Department Stores	2	Refrigeration Service	1
Doctors	4	Restaurants	3
Drug Store	1	Sea Food	1
Drug Discount	1	Service Garages	8
Electrical, Plumbing, Heating Etc. ...	3	Shoe Stores	2
Grocery Stores	2	Supermarkets	2
		T.V. & Radio Services	2

Source: Tri-County Realty and Insurance Agencies Ltd., For Your Information, (1975), p.4.

TABLE 3: CHANGES IN THE PORT DOVER RETAIL-SERVICE SECTOR, 1958-75

Retail-Service Establishments ADDED 1958-75	Retail-Service Establishments LEFT 1958-75
2 Beauty Salons	Butcher Shop
Chiropractor	Dairy
China Shop	2 Gents Furnishings
Law Office	Health Institute
2 Radio & T.V. Outlets	4 Restaurants
Boutique	3 Service Garages
Refrigeration	2 Tobacco, Candy & Novelty Stores
Sea Food	1 Doctor
Optom@trist	2 Insurance Agents

Source: Tri-County Realty and Insurance Agencies Ltd., For Your Information, p.4; Port Dover Industrial Commission and Port Dover Board of Trade, Port Dover, Ontario, Canada, (1958), p.5.

and department stores.

Evidence of Port Dover's declining tourist-retailorientation can be deduced from the reduction in the number of restaurants from seven to three.

However, despite the inevitable changes, Port Dover's retail structure has remained remarkably stable. Forty-eight of the sixty-nine retail establishments accounted for in 1975 were existent under the same or similar operations in 1958 (Table 4).

The nature of Port Dover's existing retail sector is not sufficient to support the anticipated population increment. In fact, it doesn't appear as though this retail sector supports the existent population. Concrete statistical support for this statement is hard to obtain, but after consulting a number of Port Dover citizens, it is estimated that the percentage of the Port Dover population which shops eight miles away in Simcoe is quite high. It is also estimated that a similarly high percentage (greater than fifty percent), of the Port Dover labour force is employed in Simcoe, in which case these people will be strongly attracted to the larger Simcoe retail sector.

Such a weak retail component provides very little competition for the well-engineered outlying shopping centres which pervade our landscape. Shopping centre development corporations are extremely well organized, efficient and knowledgeable of the best methods of maximizing their investment.

The shopping centre development involves the assemblage of large tracts of open land at strategic positions in or near the rural-urban fringe. Because these large tracts of land are purchased at a much lower rate than land in the downtown area, and because the complex is entirely planned, the shopping centre can offer free and easy parking facilities, an attractive

TABLE 4: COMPARISON OF THE TYPES OF RETAIL-SERVICE ESTABLISHMENTS,
1958 & 1975

<u>1958</u>		<u>1975</u>
1	Auto Accessories	1
1	Bake Shop	1
2	Barber Shops	2
3	Beauty Salons	5
1	Bowling Alley	1
1	Brewer's Warehouse	1
2	Dairies	1
1	Dentist	1
2	Department Stores	2
2	Drug Stores	2
3	Electrical, Plumbing, etc.	3
1	Furniture, Funeral Director	1
1	Government Liquor Store	1
5	Grocery Stores	2
2	Hardware	2
1	Hobby Shop	1
3	Hotels	3
6	Insurance Agents	4
1	Kiddies' Tog Shop	1
1	Ladies' Specialty Shop	1
1	Law Office	2
7	Restaurants	3
9	Service Garages	6
2	Shoe Stores	2
2	Supermarkets	2

48 establishments existant under same or similar operations

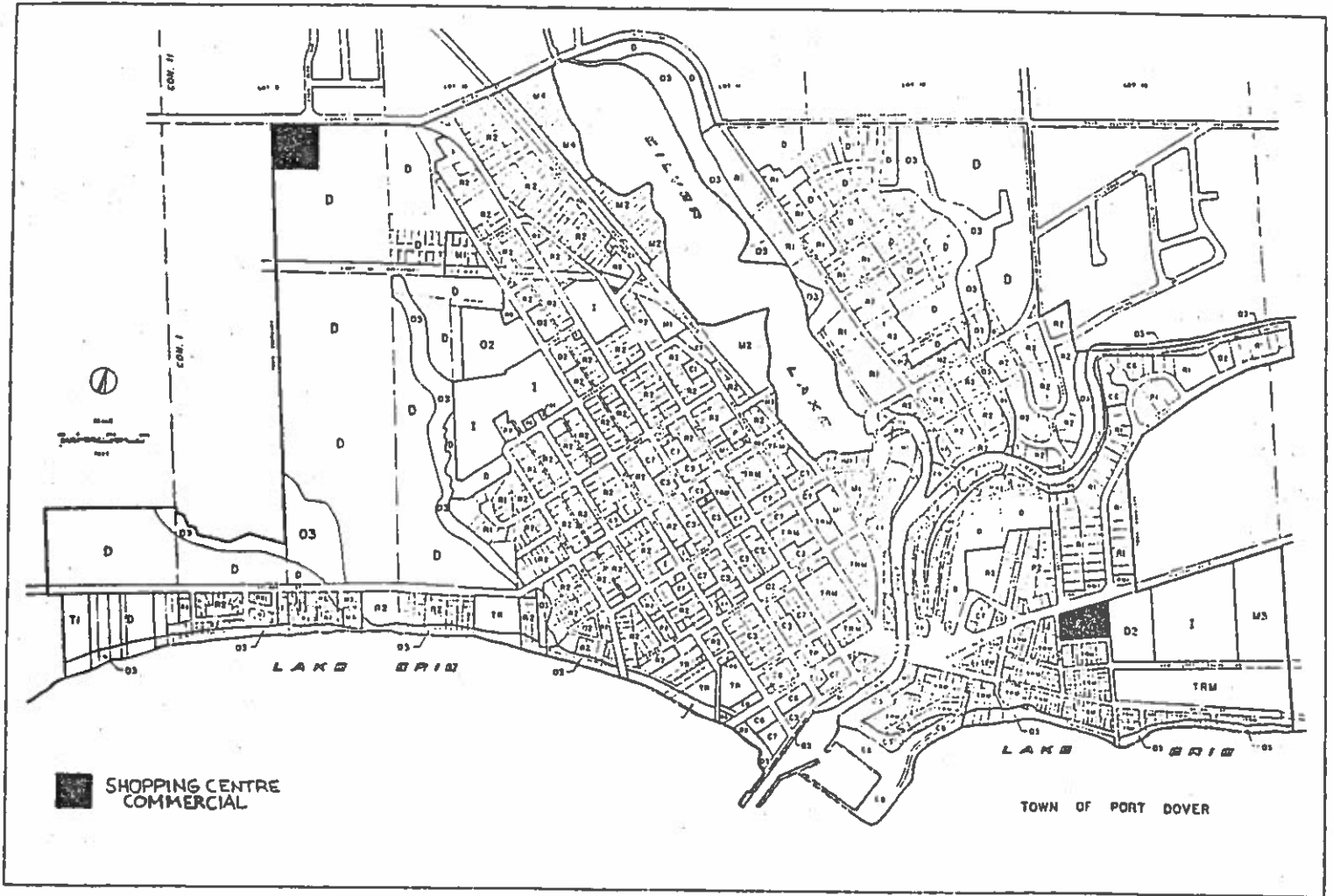
and well integrated retail complex, an absence of blighted buildings and undesirable or unattractive downtown uses such as pool halls, pizza parlours and taxi termini, a restful and leisurely atmosphere, an absence of vehicles in the shopping area, a multitude of the most popular chain stores in the country, numerous promotional extravaganzas, complete merchant co-operation and countless other amenities for the shopper and merchant.

Port Dover's weak retail component, the anticipated local population increment, the poor downtown parking facilities and the expected areal extension of the town provide a shopping centre development corporation with an ideal location for the establishment of their enterprise.

Policy makers in Port Dover have already designated two outlying areas for commercial development (Map 5). These areas are presently under the control of shopping centre development corporations.

Such developments obviously pose a severe threat to the downtown merchant. Reduced pedestrian^{flow} from in the downtown core is the initial effect. As a result, marginal retail establishments will be compelled to realize that continued operation is no longer profitable. Simultaneously there is a reluctance for new enterprises to be established in the core because of the lack of the essential pedestrian flow. Existing businessmen will see capital investment in their enterprise as a high risk venture. Consequently, all facets of the downtown retail sector decline steadily. The core area becomes an embarrassment to the people of Port Dover, resulting in further reduction of pedestrian flow and an increasing probability of a total neglect of the traditional heart of the community. Also, the essential tourist flow would be drastically reduced, if not eliminated, thereby propelling the trend toward the absolute death of the downtown retail sector. Thus, as a result of the failure to combat the shopping centre,

MAP 5: ZONING



Source: Official Plan of Port Dover

downtown merchants will suffer heavy losses (both from a lack of business and a reduction in property value), and the traditional centre of the community will have become an abhorred and undesirable component in the Port Dover framework.

Certainly, this is not the type of situation that the people of Port Dover would like to see evolve. Essential to the perservation of the town's character while accepting population growth, is a maintainence and enhance-ment of the traditional retail-waterfront area. This area has been the focus of Port Dover for one hundred and fifty years. To concentrate retail acti-vity in one or more outlying areas while abandoning the core constitutes an abandonment of traditional Port Dover.

Recommendations

A. The Downtown Retail Redevelopment Program

1. Immediate initiation of the Downtown Retail Rehabilitation Program.
2. Establishment of a Downtown Retail Rehabilitation Program Association.
The entire community has a stake in downtown redevelopment. Accord-ingly, the program must be a community effort. This association must be composed of a cross-section of the community as well as the merchants.

The downtown merchants and the community as a whole can help each other satisfy this essential objective. The existant Board of Trade can offer invaluable leadership in this program.

3. Immediate application to the federal and provincial governments for downtown redevelopment subsidies and grants.
4. Establishment of a country-wide "Downtown Retail and Waterfront Reha-bilitation Plan" contest. Prepare an outline which includes:

- i) Existing Land Use Map
- ii) Existing Grid Map
- iii) The town's growth policies
- iv) The type of town Port Dover is
- v) The type of town the people want to see evolve.

- vi) The economic, social and historical forces contributing to Port Dover as it exists.
- vii) The "theme" of the redeveloped downtown retail sector (in accordance with recommendation 5 a)

This outline and other contest regulations should be distributed to all university geography departments, planning schools, architectural schools, schools of urban design and the following planning journals: Plan, Contact, and the Canadian Architect.

Award the planning contract to the winner. This approach allows the community to view a wide range of proposals from skilled personnel for a nominal investment.

5. Formulation of a Downtown Retail Redevelopment Plan

Objectives:

- a) Adoption of a general urban structural theme. For instance, Frankenmuth, Michigan, population 2846, has adopted an old world German atmosphere. Many of the stores and restaurants have been developed in compliance with this theme. Port Dover already has a general atmosphere which the citizens are aware of. This atmosphere must be precisely defined and all urban developments and rehabilitation must be in accordance with this theme. A suggested theme is a wide range of structural design from the 1800's to the 1940's. Most of Port Dover's buildings were constructed during this period. This factor is a major ingredient in Port Dover's atmosphere. Accordingly, each building should be redeveloped to appear as it did when first constructed. Any recently constructed buildings and those constructed in the future should be designed according to a Port Dover historical fashion.
- b) The downtown area should be developed as a regional specialty goods nuclei. This specialty goods concept conforms to the objective of the preservation and enhancement of the traditional urban character. Large scale specialty sectors are in short supply relative to shopping centres. Only mass good

enterprises or chain store specialty shops are to be found in regional shopping centres. Thus, the downtown retail sector can provide greater specialization in order to operate independently of outlying shopping centres. Designed and co-ordinated properly, a large and unique specialty goods nuclei can be in greater demand a shopping centre. However, a large scale changeover to extreme specialization is rare because of the risk that is thought to be involved. But, the community and merchants must realize the tragic consequences that will result from a failure to act. Excessive caution will prove fatal to the downtown retail sector. The community should follow the example of the "Sandalmaker" boutique. Generally, the only local retail establishment frequented by pleasure craft tourists from the U.S.A. is the Sandalmaker. Yet this retail outlet is Port Dover's most specialized.

- c) To examine the reason for vacant downtown retail outlets, if the selling price is too high, pressures for action should be exerted upon the owner. The property should be developed by the owner, leased at a reasonable price (defined by the existence of a willing tenant) or sold. If the property owner fails to comply reasonably with any of these alternatives, he shall lose his property by the exercise of governmental expropriation powers.
- d) To provide accessibly and low-rate parking lots throughout and near the periphery of the downtown and waterfront areas.
- e) To provide incentives for any developments or redevelopments which preserve^{and} enhance historic or old structures.
- f) To aim the marketing of the downtown retail sector to the entire Haldimand-Norfolk region, the Southern Golden Horseshoe region and tourists. The retail establishments should not be designed to serve the people of the Port Dover vicinity.

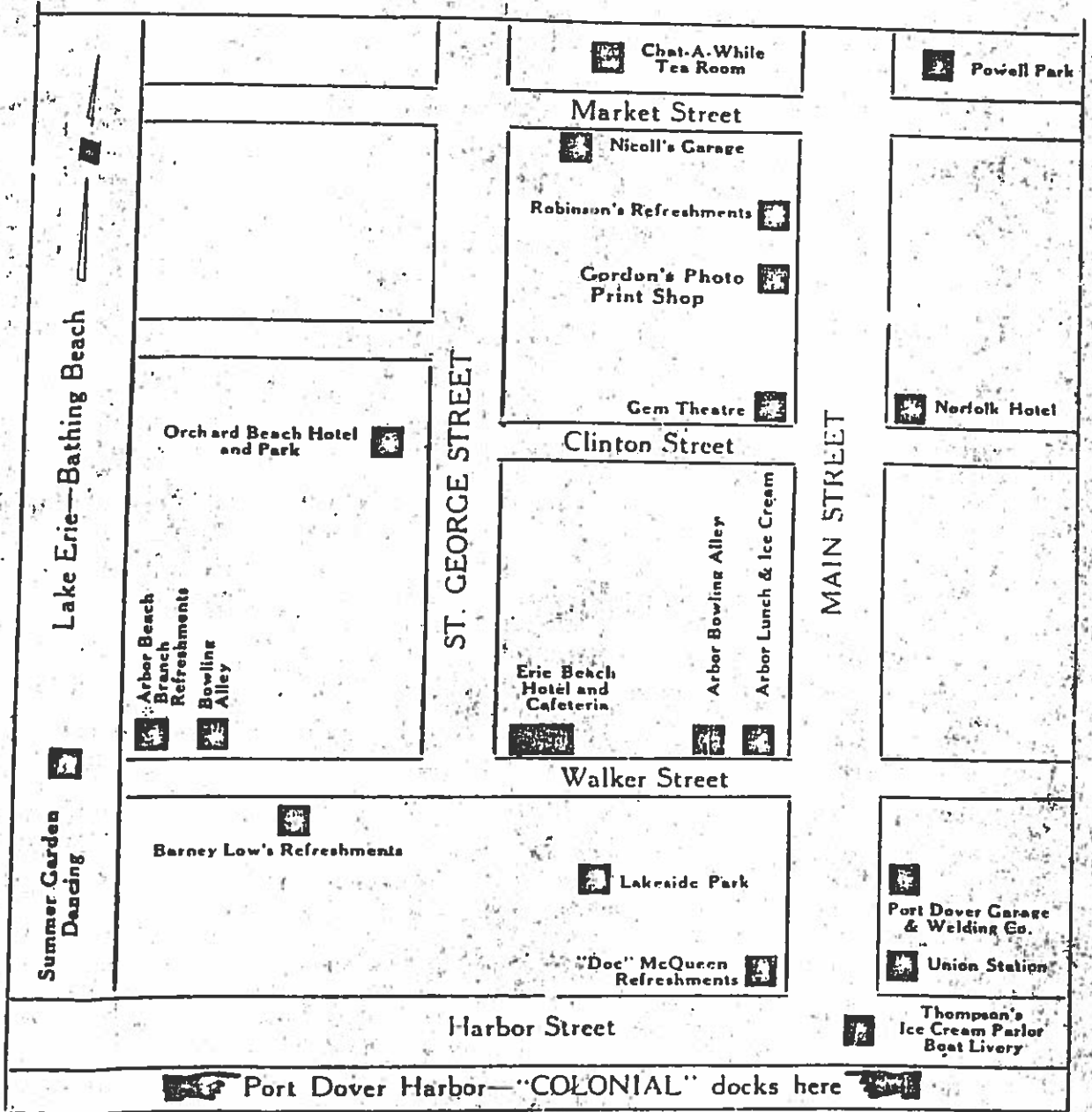
- g) To establish a downtown retail sector advertising co-ordination centre. Instead of each merchant advertising individually, he shall contribute a fixed sum weekly, monthly or yearly to the advertising co-ordination centre. The advertisements will be designed for the entire downtown retail sector, and distributed to major regional and Golden Horseshoe newspapers. The community should hire a young imaginative advertising designer to co-ordinate and design the input to the media. Regular promotional campaigns are a necessary component of this program.
- h) To encourage the development of the downtown-waterfront area as the premier entertainment sector in the region. Incentives should be offered to night spots, restaurants, hotels, etc, which comply to the unique specialized aroma of Port Dover's downtown area.
- i) To re-establish a historic Port Dover enterprise as a novelty. For example, "Doc McQueen's Refreshments", "Chat-A-While Tea Room", or "Thompson's Ice Cream Parlour and Boat Livery" (Map 6).
- j) To lease any unused public buildings at a nominal rate to any eager merchant who are prepared to comply to the objectives of this plan.
- k) To strive for the satisfaction of the bulk of these objectives by 1986.

By 1986, Haldimand-Norfolk's population will be approaching a twofold increase (Figure 1). At that time, it is doubtful if Townsend new town will possess a significant retail sector. Consequently, Port Dover can become a primary retail district and an integral component in the shopping habits of the bulk of the incoming population before a significant retail sector is established in Townsend.

Further Comments

1. Merchants who refuse to participate are an unnecessary burden on the community. However, every effort should be made to allow these people to

MAP 6: THE DOWNTOWN-WATERFRONT AREA, 1920



NOT TO SCALE

Source: Buscombe, D.A., Port Dover Scenes: Through Changing Times 1860-1974, (Port Stanley: Erie Shore Publications), p. 200

participate, because it is probable that they will eagerly comply once they realize the obvious economic benefits of the program.

2. Port Dover has a downtown retail area that is much larger than that of most communities of comparable population.⁵ Thus, an expansion of the core is absolutely unnecessary. Rather a refinement of the existing area is required.

B. The Waterfront Rehabilitation Program.

Running concurrently with the Downtown Retail Rehabilitation Program (D.R.R.P.) will be the Waterfront Rehabilitation Program. This program involves fewer landowners, more public land and is a less "risky" endeavour.

Guidelines

1. Work should begin now. A Waterfront Rehabilitation Committee must be established to work in collaboration with the D.R.R.P. Association.
2. Immediate application to the federal government for Waterfront development and/or rehabilitation subsidies and grants.
3. A Waterfront Rehabilitation Plan contest should be operated in conjunction with the D.R.R. Plan contest.
4. The redeveloped waterfront must be intimately linked to the downtown retail sector to form one inseparable unit.
5. The waterfront area should be an extension of the downtown retail sector with boutiques, restaurants and hotels scattered throughout.
6. Public lands in the waterfront area should be developed into public green space and recreational parkland.
7. The many old buildings along the waterfront should be preserved and enhanced (Figure 2). Special incentives should be given to development or rehabilitation which enhances older structures. Some of the waterfront buildings, although in a delapidated state, contribute to the overall

FIGURE 2: ENHANCEMENT OF OLD WATERFRONT BUILDINGS



atmosphere of the community. Accordingly, it is essential not to remove too many of the existing waterfront structures.

8. Application for historic site status for a number of waterfront structures. Refer to the Lakeshore Study for Haldimand and Norfolk Counties, page 35 - 42. Also refer to section 1.2, 1a) of this report.

9. Purchase of the timeworn amusement park by the municipal, regional, provincial or federal government. This strategically situated property is not making a valid contribution to the community, but has great potential in the Downtown and Waterfront Rehabilitation Framework.

10. A cleanup of the debris which lines the harbour. This project and much of the landscaping work can be accomplished through summer works programs.

11. Land uses which are incompatible with the overall plan should be purchased by administrative or private interests. Examples of uses which fall into this category are gas stations, car washes, etc.

12. An effort should be made to relocate the fishing industry's waterfront truck terminal.

13. Harbour front open space should be linked to the regional open space network (see section 2.1, B2 of this report).

14. All community centres etc to be constructed in Port Dover should be located in the downtown-waterfront area, in an effort to generate further centralization of activity and community cohesiveness.

Summary

The Downtown Retail Rehabilitation Program and the Waterfront Rehabilitation Program are extremely useful in that they can be implemented independent of the regional official plan. The D.R.R.P. and the W.R.P.

are two of the three key ingredients to the preservation of Port Dover's traditional character. When combined with the third component - the Port Dover Area Open Space Development Program - the citizens of Port Dover possess the mechanisms necessary to bring about the optimal development of their community.

1.2 The Local Commercial Fishing Industry

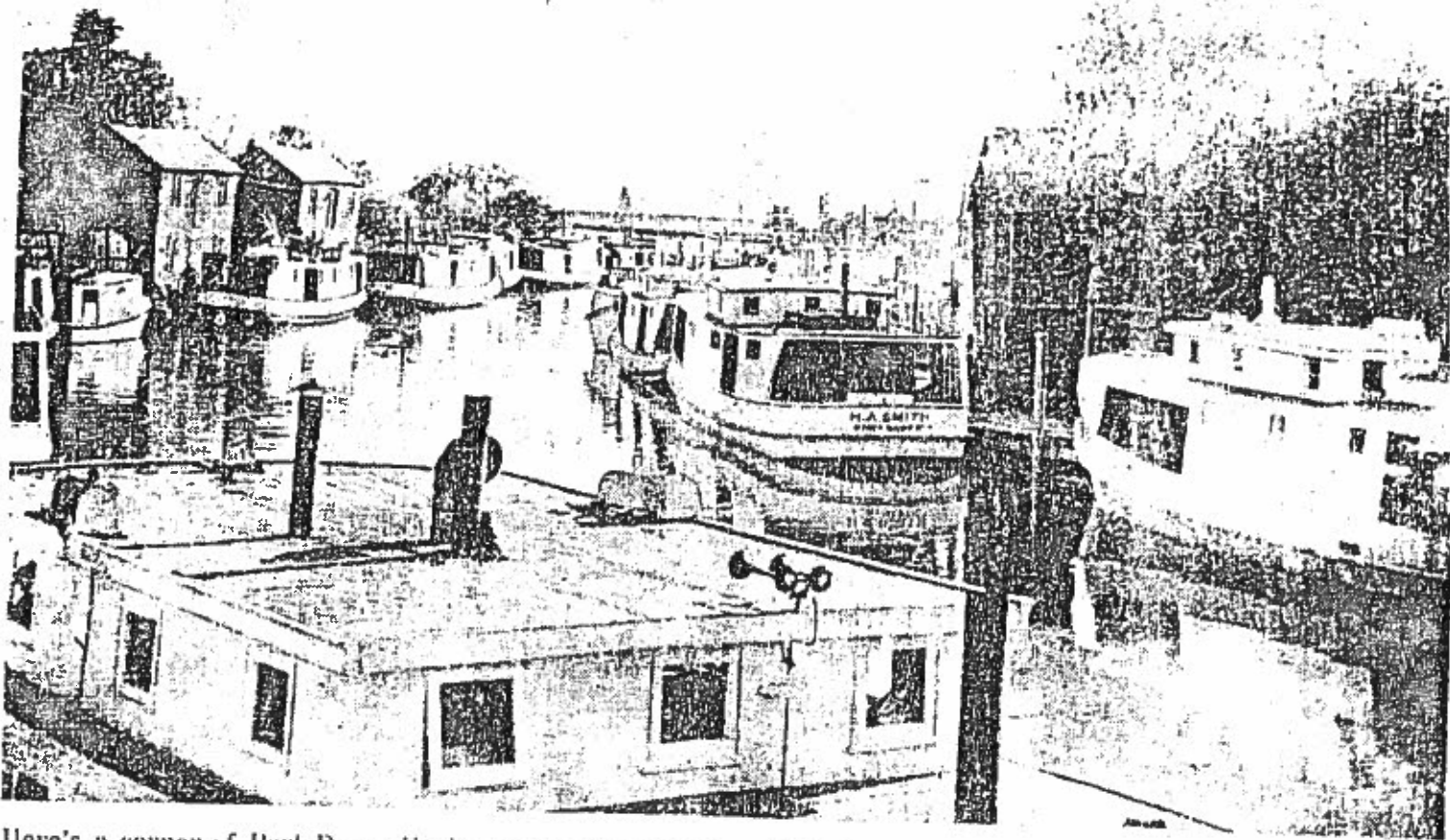
The local commercial fishing industry can provide an invaluable contribution to urban development which maintains and enhances the community's traditional atmosphere.

The importance of this industry is evident to the local population. The community was established as a mill town, but soon after the timber was gone and the grain became unprofitable, commercial fishing came to the fore as Port Dover's primary economic activity. "Port Dover's oldest industry lays claim to being 'The Largest Inland Fishing Fleet in the World', with thirty to forty fishing tugs using the harbour facilities" (Figure 3)⁶

Of Port Dover's nine present industries, four are related to commercial fishing or marine activities (Table 5). These industries have been quite important in the evolution of Port Dover. However, the total number of workers employed in these activities does not amount to as great a percentage of the total urban workforce as it did in the past. With increased mechanization of harvesting and processing methods in the commercial fishing industry, there has been a substantial decrease in the required manpower. For example, with the gill net operations that were prevalent from the end of the last century until the mid 1960's six men were required per tug. Today, the trawling method demands only two men⁷. Also, in the past, processing plants were operated which employed significant numbers of people. However, despite the commercial fishing industry's rather weak

FIGURE 3: PORT DOVER'S COMMERCIAL FISHING FLEET

Largest Fresh Water Fishing Fleet in the World



Here's a corner of Port Dover Harbour, showing a number of the local fleet of Fishing Tugs awaiting the opening of the commercial fishing season. Port Dover boasts the largest Inland Fresh Water Fishing Fleet in the world.

Source: Port Dover Industrial Commission and Port Dover Board of Trade, Port Dover, Ontario, Canada, (1958), p.9.

showing in the present employment profile of Port Dover, it has played a major role in the perpetuation and preservation of the community as an urban entity.

The fishing industry has been the heart of Port Dover. Satisfaction of the goal of growth with urban identity preservation is impossible without a conservation of the commercial fishing industry. In physiological terms, the removal of the heart of an organism constitutes the death of that particular organism. Similarly, the elimination of the traditional heart of Port Dover constitutes the death of the town as it is presently known. Any attempts to maintain Port Dover's traditional character are dependent upon the preservation of the local commercial fishing industry.

Within the next twenty years, the pressures which oppose the existence of the fishing industry will be increasingly hard to combat. Dwindling species populations, pollution and eutrophication of Lake Erie, insurmountable costs to the fisherman, poor marketability of the product, pressures to eliminate the industry from the landscape by new citizens and planning, and/or other unforeseeable factors may cause the death of the local commercial fishing industry.

Recommendations

1. If this integral component of the community is to be preserved, the citizens must plan today in anticipation of those conditions which will cause the death of the local commercial fishing industry. There are a number of alternatives:
 - a) Accommodation can be made in the existing municipal and regional budgets to preserve commercial fishing as long as possible. Upon realization of the value of the industry, to the community, the provincial and/or federal government can also establish tax pools for the Port Dover fishing industry.

This concept can be applied on a national scale, wherein, the qualifications for such assistance is the existence of a vulnerable activity of prime local significance. The assistance can reduce the fishing operation's overhead, thereby, increasing the marketability of the local fish harvest.

b) The local commercial fishing industry can be operated by the region, province or country. A large scale operation may be able to reduce costs.

c) The commercial fishing industry could be operated on a part-time basis, with equipment etc. controlled by the municipality in collaboration with local restaurateurs. The supply of fresh Lake Erie fish to the future entertainment sector of the town can be an attractive ingredient in the preservation and enhancement of Port Dover's traditional flavour.

d) Applications can be made to the federal or provincial governments for the instatement of the Port Dover commercial fishing industry as a historic site. Established in 1879¹¹, it was one of the first commercial fishing ports on Lake Erie. The traditions and evolution of the fresh water fishing industry are little known to North American society, but have played a major role in the settlement of the Great Lakes Basin and other parts of the continent. A fishing museum could be established in one of the industry's waterfront buildings. Each type of fishing operation could be reconstructed and operated on a daily basis. The historic site and museum could be an important educational facility in the Great Lakes Regional Context, as well as a prime generator of local tourism. Many of the fishermen could be employed as co-ordinators, demonstrators, guides and operators of the historic site and museum. Most of the present fishermen have a rich fishing heritage, and would be the ideal personnel to administer the project.

1.3 Local Tourism

The people of Port Dover place a great deal of emphasis on local

tourism. They regard it as a key ingredient in the realization of their "ideal" community of the future:

More tourist accommodation..Retain flavour of Port Dover...⁹

In fact, one of the general conclusions derived from the public development seminar on February 25, 1976 was that "tourism should be promoted, expanded and enhanced."¹⁰

It is understandable that the citizens view tourism as an integral component in the development of their town. Tourism has been a way of life since the early part of the century (Map 5). In the days of limited time-space, Port Dover was optimally located for resort purposes. It was reasonably accessible to the major concentrations of population in Southern Ontario. "As a vacation land, Port Dover has the safest sandy beach on the north shore of Lake Erie - no undertow."¹¹ A summer cottage complex was gradually intermingled with the year-round residential structures of the community. In terms of numbers of visitors, tourism was at its peak in Port Dover thirty to forty years ago.¹² With the gasoline rationing of World War II, Port Dover was one of the most accessible resort areas in Southern Ontario. The L.E. and N. and C.N.R. railways brought people from Kitchener-Waterloo, Toronto, Hamilton, Brantford, and the surrounding countryside. However, after World War II, the northern "cottage country" was opened up. The Muskokas, Haliburton, Kawartha lakes and Southern Georgian Bay became the new resort frontiers. Simultaneously, little was done to improve the accommodations in Port Dover. Consequently, tourists accelerated their retreat from Port Dover in search of better facilities.¹³

Port Dover's golden years of tourism are far in the past, but the local tourism industry is still important to the town's economy. Many

local businessmen depend upon the tourist, who largely originates from communities within the region, although people from Brantford, Hamilton, Cambridge and Kitchener-Waterloo are not infrequent as a summer Sunday afternoon. While the community is not a summer resort haven, it does have an appeal which enables a number of local businesses to flourish.

However, as it stands, the Port Dover tourist function is unable to satisfy the expectations of the local residents in the face of rapid and pronounced urban growth. While it maintains a number of enterprises, the local tourist sector is far from outstanding. A Port Dover Immigration Officer estimates that almost one hundred percent of the passengers of the five hundred and forty pleasure crafts which dock in Port Dover during the summer months, do not seek accommodation, but remain in their boats. Eighty-five per cent may go to one restaurant and visit the Sandal-maker boutique if they haven't been there before. Generally, the people just remain on their boats.¹⁴ This failure of the Port Dover tourist sector to attract an eager tourist, is ample evidence of the inability of the existing function to be a major influence in the future. Clearly, a fishing fleet, a sandy Lake Erie beach, a timeworn amusement park and a few tourist retailers cannot satisfy the expectations of the community.

Recommendations

A flourishing tourist-retail-entertainment sector is a natural outgrowth of the development of Port Dover in a manner which enhances and preserves the community's traditional flavour. Implementation of the following recommendations will satisfy this development goal:

1. Place community emphasis upon uniqueness and diversity of economic activities and urban structure.
2. Implementation of the Downtown Retail Rehabilitation Program (section 1.1, A)

3. Implementation of the Waterfront Rehabilitation Program (section 1.1, B)
4. Implementation of the Port Dover Area Open Space Development Program (section 2.1, A and B)
5. Implementation of the Housing Recommendations of this report (section 2.2)
6. Establishment of a commercial fishing historic site and museum (section 1.2, 1d)
7. The present Board of Trade should expand its role into a "community tourism co-ordinator". Summer festivals, in conjunction with downtown retail promotions, can be a prime generator of tourist and retail dollars, as well as a major contributor to urban uniqueness and stature.

PROGRAMME

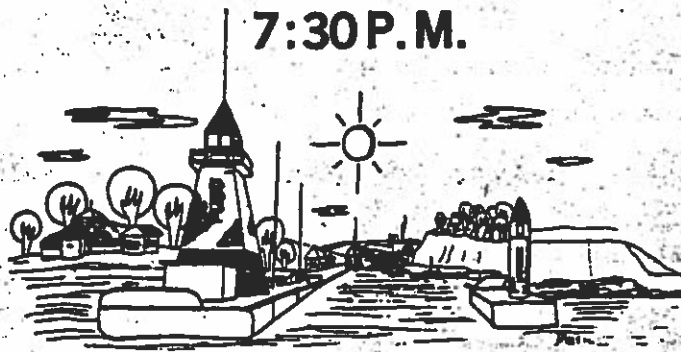
PORT DOVER 1986

March 9, 1976

PORT DOVER PUBLIC SCHOOL

MAIN STREET

7:30 P.M.



PURPOSE OF MEETING: The purpose of the planning dinner on February 25th. was to define the issues and concerns for the future of Port Dover, glean a general, overall survey of the feelings, and ideas of the the people attending, and present a preliminary report to the City of Nanticoke Council at a public meeting. Hopefully, at this second meeting tonight, by breaking up into areas of concern, we will pinpoint specifically, the wishes of the people of Port Dover and present Councils Nanticoke & Regional with concrete proposals and recommendations in the final report.

7:30 pm Registration

8:00 pm Presentation

of

Preliminary Report

to the City of Nanticoke Council

9:00 pm Group Discussions

with Coffee and Dessert

QUICK SUMMARY OF DISCUSSION

DISCUSSION GROUPS

GROUP 1: GROWTH AND DEVELOPMENT

GROUP 2: HOUSING-WHAT IS THE FUTURE? WHAT ARE THE ALTERNATIVES?

GROUP 3: INDUSTRY-WHAT IS THE FUTURE FOR PORT DOVER?

GROUP 4: RETAIL & COMMERCIAL AREA

GROUP 5: COMMUNITY SERVICES-CULTURE, EDUC.

GROUP 6: RECREATION

GROUP 7: FISHING & HARBOUR DEVELOPMENT

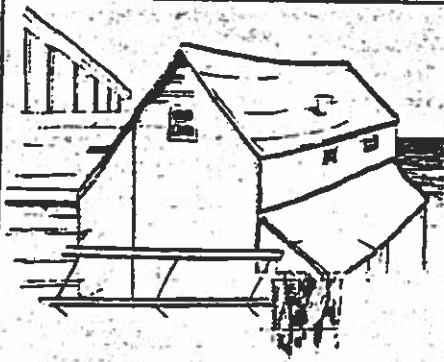
GROUP 8: TOURISM

GROUP 9: TRANSPORTATION & AGRICULTURE

GROUP 10: HERITAGE

GROUP 11: GENERAL CONCERNS

PLEASE BRING THIS WITH YOU ON THE 9TH



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What are some of the issues? Here are a few points to guide you in your discussion of potential development.

PORT DOVER 1986

Erie Beach Hotel, February 25, 1976, 5:30 p.m.

EXISTING WATER & SEWAGE FACILITIES

Present sewage capacity: 17,000 people

Present water treatment capacity: 3500 people. We are at that limit now. Designs are well under way, some special construction needs pre-ordered, and tenders ready for March/April to triple capacity to 11,000 people.

HOW FAR & HOW FAST WILL WE GROW?

Will our growth be limited by the capacity of the water treatment plant (11,000)? Why was water treatment not planned to correspond to present sewage capacity? Would it be more expensive in long run to increase AGAIN at future date?

LOW VERSUS HIGH DENSITY.

How many people per acre is good for Port Dover? Do we really need 24-32 people per acre to achieve fast population growth? Do we need high rise? How high? Best place for them? Is it possible to conserve land with attractive high density housing? Is traditional parkland really necessary? Is cluster housing one answer?

ALTERNATE METHODS OF LOW COST HOUSING.

Mobile homes, Al-Can, modular homes, steel homes, lease land (and buy house only). Pros and cons.

GROW LOCALLY OR GO TO TOWNSEND???

DOWNTOWN CORE DEVELOPMENT

Parking needs, face lift, how to organize. Downtown office space and apartments?

PROS & CONS OF RE-LOCATING PORT DOVER INDUS-TRIES TO MAKE RIVER FRONT RECREATIONAL PARK AREAS.

Our industries have been backbone of community for up to 75 years. Employ 400 plus people.

Pay nearly \$3,000,000.00 annual wages.

Create jobs locally especially for unskilled labour who otherwise might be on welfare rolls.

Create opportunities for related business.

Diversify the area.

Is it good for us to be just a bedroom community? Is it good for us to have all our "eggs" in one industrial "basket"?

Do we take full advantage of the beach area for recreation?

TOURISM

Tourism is one of our MAJOR industries with an economic impact on the community.

We need more accomodation-hotels, motels.

We need more harbour beach development.

Why not promote year-round recreation?

COMMUNITY SERVICES & SOCIAL DEVELOPMENT

We have schools, churches, church halls and an arena.

We could attract a Community College.

A Recreation centre is needed.

Cultural needs include music, the arts, crafts of all kinds.

What is the role of our ethnic groups?

What is the role of our service groups?

Are our Public Health services adequate?

What are our Senior Citizen housing needs?

How will any increasing population affect all of these needs and facilities?

TRANSPORTATION

Alternate routes needed due to increased population.

Sources other than roads.

Public transportation from other areas, especially to bolster tourist industry.

AGRICULTURE

How should we preserve our agricultural land? What government levels are involved in this concern?

FISHING

Fishing is a vital local industry-it helps promote tourism, provides a needed food supply and IT IS THE IMAGE OF PORT DOVER. How can we protect and encourage this colourful resource?

HARBOUR DEVELOPMENT

We have a unique harbour. What are future plans?

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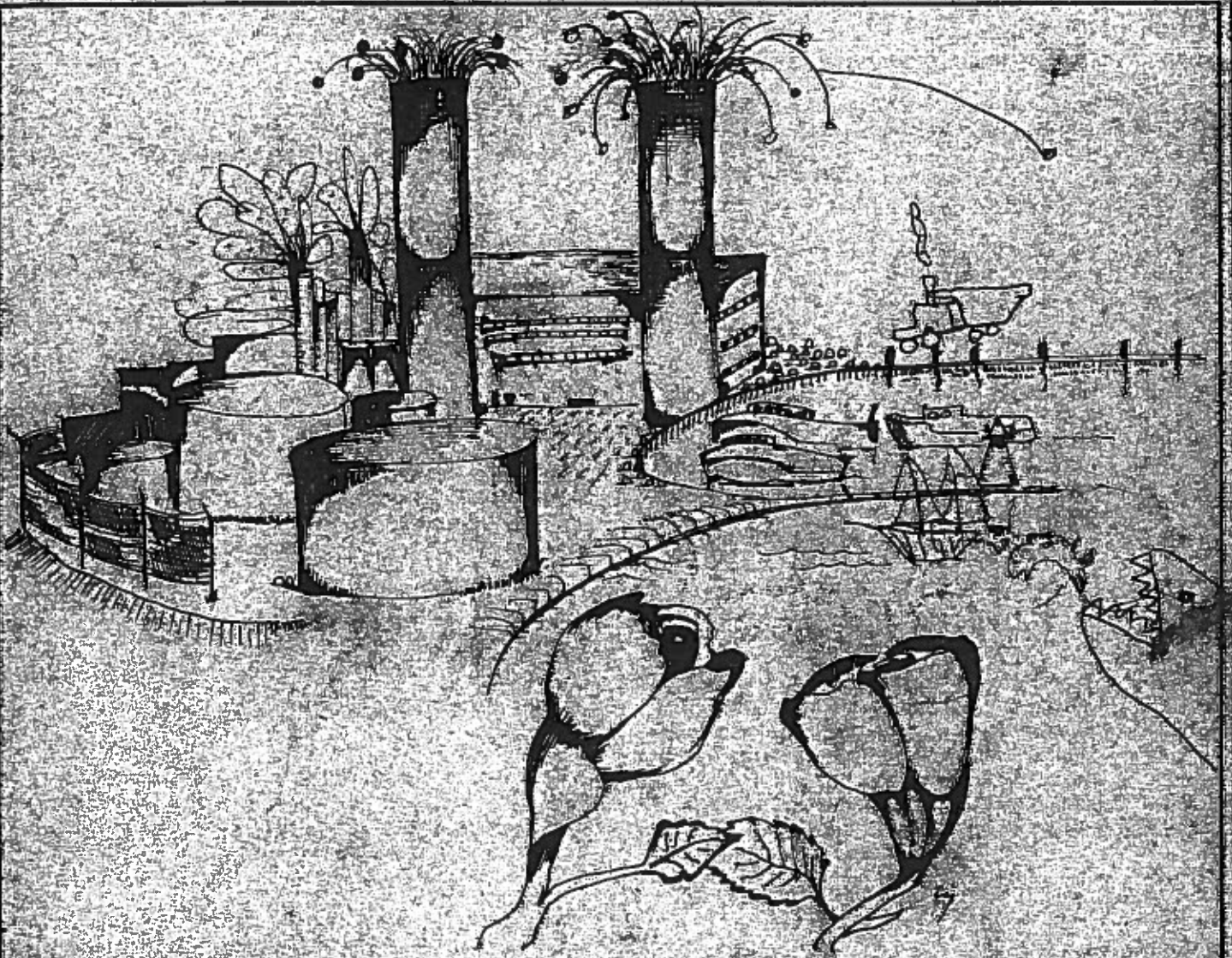
PORT DOVER BOARD OF TRADE EXECUTIVE

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PORT DOVER 1986

Dean Brooks

-me-



Sponsored by

**Port Dover Board of Trade
and**

Community Planning Association of Ontario

DEAN

BROOKS

PROGRAMME

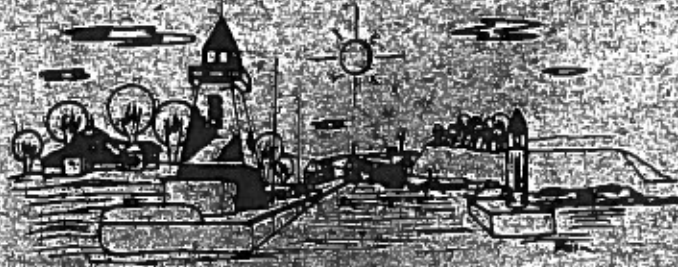
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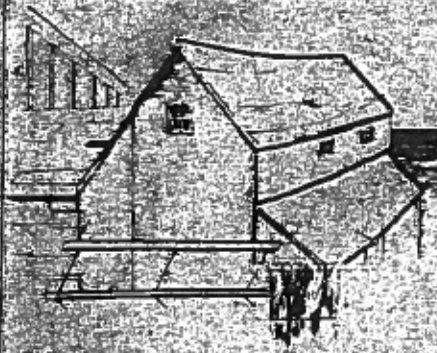
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SUMMARY OF GROUP DISCUSSIONS

Held at Erie Beach Hotel on Feb. 25, 1976

Concern 1

Growth

1. Majority in group felt Port Dover would lose its charm if growth beyond 10,000; a few thought 25,000 would be acceptable.
2. Port Dover should remain a small town with historical significance. Should be controlled and well planned growth to 10,000.
3. Expand water treatment to match present sewer capacity. Grow to 12-15,000 in the next five years, maximum of 20,000 in next 25 years.
4. Majority felt population of 10,000 was maximum. Noted that doubling the population so quickly would be a cultural shock.
5. The town should grow to approximately 10,000.
6. Control growth of community by keeping density per acre low. Retain green areas, one of Port Dover's distinctive characteristics is its atmosphere, the water, air, pace, attributes to maintain.
7. Total population should be 8-11,000 people. After 11,000 natural growth factor of 4-5 per cent would be adequate.
8. Grow to present water and sewer capacities then re-assess needs; rate dependent on demand.
9. Grow to 10,000 by remaining committed housing only. Keep a low density to avoid any slum areas.
10. Allow population to increase only as it is needed; increase should reflect only controlled and orderly development. Provide ample serviced lots to keep the price competitive.
11. Indication that a doubled or tripled population is expected.
12. Feeling that the actual rate of growth cannot be controlled, but that quality can by careful consideration. Growth is essential for survival of the community. Should consider an attempt to locate the municipal offices for the City of Nanawake here in Port Dover as it appears we have the most growth potential (closeness to industrial complex, commitment for housing, services, harbour development). Municipal offices here would in turn create more growth. We should be sure of what we want.

Concern 2

Townsend (as it might affect the development of Port Dover)

1. Most in group felt Townsend would take a good portion of the growth after it is established and that it should be built to draw people there. Lots should be cheaper in Townsend as well.
2. Slow down on Townsend.
3. Feel that present communities be allowed to reach their suggested growth before Townsend is developed. It should not be developed if existing communities have to help pay the cost of servicing the land.
- 4, 5, 6. No comment.

7. Let Port Dover and other towns develop to projected level (8-11,000 in Port Dover) before Townsend gets under way; otherwise might have to pay for services not required or used.
8. Townsend should be built as needed and without temporary set-up (lagoon, etc.)
9. No comment.
10. Townsend should only be developed after a need has arisen which the present community cannot fill.
- 11, 12. No comment.

Concern 3

Direction of growth

- 1-3. No comment.
4. A slight preference for growth to the west and north.
5. Grow some in each direction.
6. Development should go north and west.
- 7, 8-11. No comment.
12. Should encourage developers to develop scrub or marginal lands.

Concern 4

Housing and density

1. No comment.
2. Good housing mix with high rises in proper places.
3. Keep density 15-18 people per acre. Use cluster housing with town houses and apartments. Limit high rise and no higher than six stories. Strict control on housing mix to avoid future slums.
- 4-6. No comment.
7. 32 people per acre too high, but 12-14 too low; not wise use of the land. Everyone in the group against higher than six story building. Apartments should be grouped together, cluster type housing preferable; mobile homes are not acceptable (they are fairly costly to owners and depreciate in value).
8. Combination of row and single family housing; some high rise. Against providing low cost housing in excess. If densities become higher, then parkland requirements should increase in proportion over the required 5 per cent. Can younger people afford to live here? Concern over cost of lots now (about \$20,000.)
9. Keep a low density and avoid slum areas.
10. Have balanced housing mix. No trailers or mobile homes. Older people should be within walking distance of downtown.
- 11, 12. No comment.

Concerns Continued

Concern 5

Industry

1. We need the small industries that are already here. We also could use a small industrial park for clean industries. The existing industries could be spruced up.
2. No comment.
3. Relocation of existing industries is up to the individual industry, but relocation might remove the industrial tax base, making Port Dover a dormitory for Nanticoke and putting all the "eggs in one basket". These industries employ many untrained people; relocation would destroy their means of making a living and forcing many to go on welfare, not a good idea.
4. Space should be set aside for secondary industry.
5. Local industries are part of the community and wish to remain part of the town.
6. Maintain the fishing industry.
7. Relocation of industry not feasible, but industries should not pollute the river.
8. Too costly to expropriate the industries. However, if lake and river industries clean up and plant foliage these areas could still be recreational.
10. Most felt Port Dover does not have much potential to attract new industry.
11. Provide for lake-oriented industries (other than tourism and fishing).
12. The group felt that it was desirable to leave the industry in the Silver Lake area intact but that it would be possible to improve the appearance.

Concern 6

Commerce

1. Downtown area should be more competitive.
3. Suggest that merchants take the lead, organize, and work for more parking lots and rejuvenation of the area.
- 2, 4 & 6. No comment.
5. Cost of gas in the future will mean more people will shop in Port Dover. Downtown shops should expand south and north.
7. Merchant expansion should be east and west, not north; in-filling and general face-lift needed.
8. Face-lifting, competitiveness, more products needed for downtown areas; merchants should form an association.
9. Expand business district east and west of Main Street.
10. Free enterprise should develop downtown core as need arises.
11. City of Nanticoke should initiate a study possibly financed by a Ministry of Housing Planning Study grant to designate and zone a central business district large enough to serve a doubled or tripled population.
12. Concern that there is no readily available room for commercial growth. Should form a merchants association. A priority maybe should be the inadequate parking facilities in the downtown area. Improvements in the downtown area probably would be a natural result of improvements in the beach and harbour areas.

Concern 7

Agriculture and transportation

3. High level bridge over harbour, one way street system in downtown area, better system of public transit needed between industrial sight, Port Dover, and Simcoe.
4. Concern over use of good farm land for development.
8. Preserve good agricultural land and tax so that farming is profitable.
12. Good agricultural lands should be kept and marginal lands abandoned. There is gross misuse of government funds in the control of lands, eg. escarpment control, etc. We should encourage developers to develop scrub or marginal lands.
- 1, 2, 5, 6, 7, 9-11. No comment.

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6. Maintain the fishing industry.
8. Stimulate fishing industry.
7. Fishing is a vital industry and MUST be preserved. Provides much of the charm and character of the community as well as providing employment and financial input. Plays a large role in the tourist industry.
9. Give some sort of tax incentive to the fishermen to encourage renovation of and use of shanties for storage of equipment. That would tend to enhance the shoreline which is picturesque and unique and should be preserved.
10. Fishing is important.
11. Provide protected locations for fishing and fish processing.
12. Fishing is an integral and important part of the community and should be protected and encouraged (especially against the strong lobbying powers of the sports fishermen). Tourism and the ship building industries are particularly dependent on the fishing industry.
- 1-5. No comment.

Concern 9

Recreation

1. The harbour and Black Creek areas are enough for recreation and tourism (in reference to possible relocation of local industry to provide recreation at Silver Lake).
2. We should expand recreational facilities. We could encourage year-round recreational facilities: hiking, bike trails, cross-country ski trails, an enclosed olympic sized pool. We could develop the beach to the east by building groins into the lake to collect sand.
3. Cannot afford more recreation right now. More facilities should come when population needs arise. Service groups have done an excellent job in providing the town so far.
4. Use town hall for musicals, museum, etc. Need for arena, pool, meeting rooms, banquet facilities. Tillsonburg Centre is a good example.
9. Encourage free enterprise to provide arena, theatres, etc. with minimum of control.
- 5-8, 10-12. No comment.

Concerns Continued

Concern 10

Harbour development

1. No comment.
2. Port Dover Harbour: a unique and golden opportunity. Take advantage of Federal grants: TWP (Tourist Wharf Policy), MFAP (Marine Policy Assistance Program) Great Lakes Access Program pays up to 70 per cent of developers share. Application must be submitted to receive consideration for harbour development. Keep in mind our boating population increases 12.1 per cent per year in Ontario. We need to clean up the lift bridge area.
3. Develop marinas to handle more pleasure craft, clean up beach area. Develop craft village in harbour area, install public launching ramp and more accessible docking facilities. High level bridge over harbour. How can Council influence Federal policies on harbour development? Seems to be a lack of communication between levels of government. Establish a Port Authority to co-ordinate growth and development.
4. No comment.
5. Harbour contributes to distinctive atmosphere, should be maintained.
6. Beach and boats are major attraction. Unoccupied areas on the river could be cleaned up for parking, boat watching, and picnicking.
7. Extend harbour east and protect shoreline from erosion.
8. Encourage craft shops in harbour area.
9. Expand harbour to full potential.
10. Shore works, including basins and breakwaters should be extended seawards sufficiently to achieve control and elimination of shore erosion, provide shore front protected locations for lake oriented industries such as ship building, fishing, fish processing, provision of small boat anchorage, especially for sailboats. This would reduce the opening of the lift bridge.
11. Harbour development is essential. Besides promoting our industries such as fishing, boat building, and tourism, it will increase the commercial volume and provide additional recreation. The development should make full use of funding available (explore avenues) and perhaps should be set up by a Harbour Commission created for that purpose. The Board of Trade has some suggestions from a study made by the landscape design class of Fanshawe College, and also is attempting to start a sailing school. Harbour improvement would creep through the town, with the initial improvements being seen in the commercial area. One problem is that the CNR controls so much of the land. Protection might be possible for the beach re a break-wall.

Concern 11

Concern 11 Tourism

1. Should be promoted in the Harbour and Black Creek areas.
2. More tourist accommodation. Better custom service. Retain the favour of Dover.
3. Comments included in Harbour Development & Recreation.
- 4.5. No comment.
5. Increase tourist accommodation. More comments inc. in Harbour Development & Recreation.
7. Accent on Tourism. Keep and expand charm of Port Dover. More hotels needed for conventions, etc. Would cottages or motels be economical in winter?
8. Need for more and better accommodation. Stimulate uniqueness of recreational and fishing industries, encourage themed boutiques like the Sandal-maker, antique shops, etc. Involve young people more in a clean up for Tourism ideas for the future, etc.
9. Promote Tourism to attract the "two-week" tourist, hotels, motels, swimming, organized recreation. Encourage craft shops and speciality shops. Strong recommendation to promote tourism. Wash room facilities should be improved.
10. No comment.
12. Feel that Tourism as an industry (a major one) could be lost if precautions not taken to protect. Discussion at level of industry, to whole community and hope that planners will consider, especially in harbour area.

Concerns Misc.

- Why was development concentrated on this side of Nanticoke and not more towards Dunnville?
Does the Public input go anywhere?
Why cannot local planning be done by Port Dover with the help of professional planners?
More information is needed to gain a perspective of how Port Dover is part of the over-all picture of the City of Nanticoke.
We should retain the existing buildings which are of architectural value.

GENERAL SUMMATION

The purpose of the first meeting of the Port Dover 1986 series was to define the issues and to gain an overall indication of the feelings, concerns, priorities, and suggestions of the citizens attending. By organizing into the areas of concern at the second meeting of Port Dover 1986, we hope to pinpoint more specifically the wishes of the people who live in Port Dover. Concrete proposals and recommendations will be presented in the final report.

From the first meeting the following suggestions in a consensus have evolved:

1. Growth should slow to a natural rate after 10,000. Only our present housing commitments should be honored.
2. Townsend should develop only after our present commitments have been met, and servicing should not be provided at the expense of existing communities.
3. Densities of 32 population per acre are too high, but the present may not be high enough. It is important that the figure should ensure good land use. No high rises above 6 stories. Be wary of Low Cost Housing: limit and control type.
4. The existing industries should not be relocated unless the owners institute such a move. With a bit of face-lifting and landscaping they could become compatible with the surrounding area.
5. Commercial development should be a matter for the merchants involved, with the possible help of funding and/or a City initiated Planning Study for a central business district to meet the needs of increased population.
6. Tourism should be promoted, expanded, and emphasized.
7. Harbour development is essential and protection of the shore line vital. The beach should be cleaned up, craft and boutique areas encouraged, public launching and accessible docking facilities needed. A Port Authority of Harbour Commission should be established to coordinate growth and development, find funding.
8. Viable farmland in and around Port Dover should be preserved and utilized for agricultural purposes.
9. Consideration needs to be given to transportation, especially re public services and suggested routes.
10. Fishing industry is vital to Port Dover and should be protected and encouraged. Incentive should be given to the fishermen, particularly to renovate and use the shanties along the river. Keep the Great Lakes clean.
11. Set aside some land for additional clean industries. It is not good to have all our eggs in one basket.
12. Additional recreation should be encouraged. Must year-round recreation be indoors?
bike + ski trails
Meetings places
13. Consider the possibility of locating the Municipal offices for the City of Nanticoke in Port Dover.
14. Port Dover has many unique qualities and these should be preserved and enhanced. Growth should reflect this uniqueness and compliment it, not destroy it. Usual urban standards are not necessarily good and do not necessarily fit into a quiet lakeside town.

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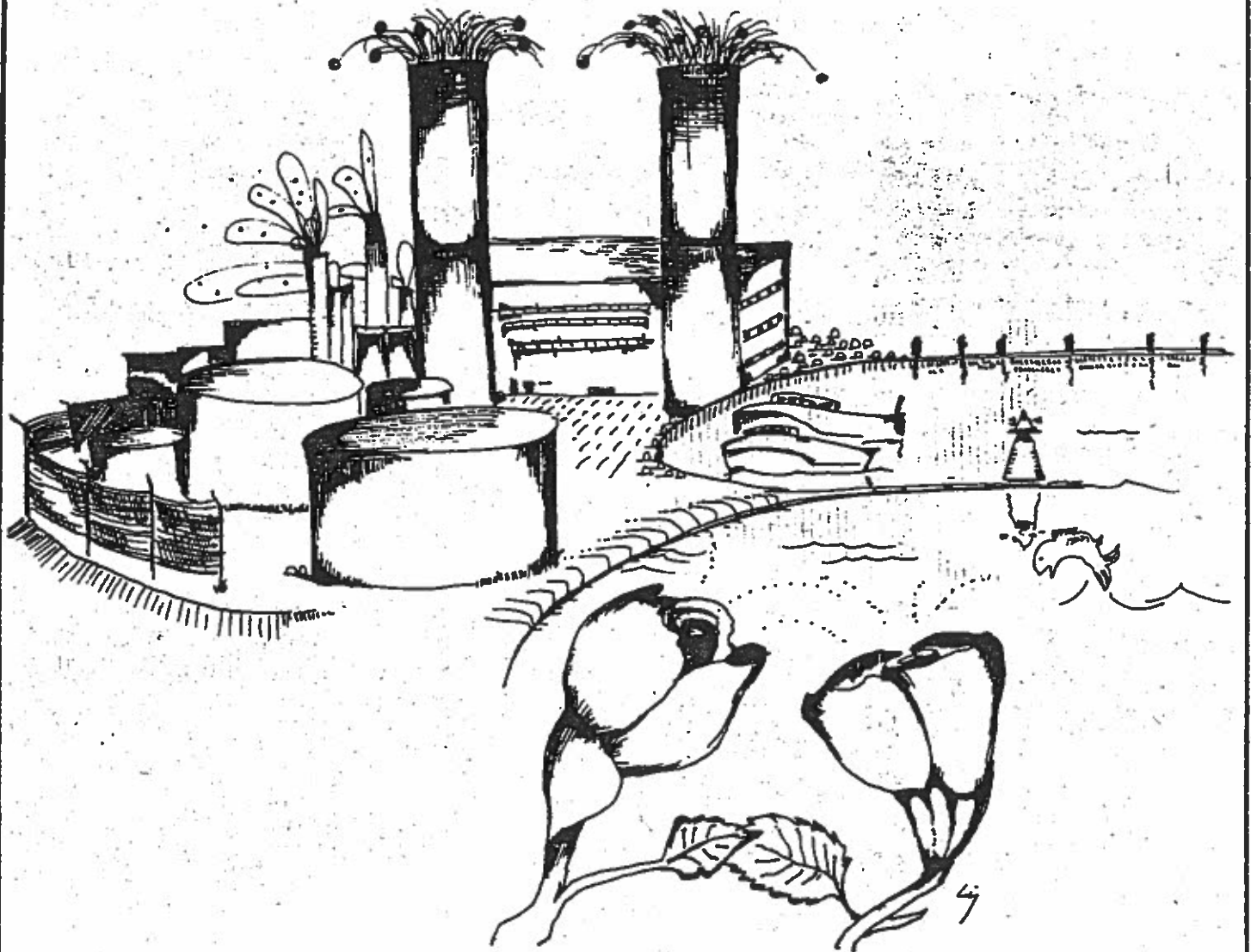
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Beaver Lumber
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Buck's Cottages
A. Burbidge
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Reg. Chairman
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Culverhouse Foods
Hank DeKoning Meats
Dover Dairy Bar
Dover Floor & Wall Coverings
Dover Wool Shop
O.T. Driscoll
Phillip Engell
Richard Engell
Erie Beach Hotel
Esso Serv. Sta.
Fabric Inn
Fanshawe College
Gamble Shipyards
Grant's Fish Store
Haram's United Discount
Hobby Shop
Mrs. A. Hornick
Nancy Huxley
I.D.A. Drugstore
T.A. Ivey & Son
Carol Korostil
Lewis's Foodland
MacAuley Ins.
Maple Leaf Newspaper
P. McDonald

P. Miller
Misner Fertilizer
Ralph Murphy
National Grocers
Oriental Shop
A. Pattenick Stores
H. Pepper Transport
Phyllis Beauty Salon
Don Pietsch
Port Dover Kinsmen
A. Robinson
Bruce Rodger D. O.
Royal Bank of Canada
Carl S. Ryerse & Sons
Sandalmaker
Schultz Hardware
Sherman's Market
J. Sibthorpe (Barber Shop)
Bill Smith (Miracle Mart)
George Smith
Grant Smith
A. Snider
Snider Motors
O.V. Stahl
Sterling Fuels
Sterson's Jewellery
Stoney's Hardware
Summer Gardens
Frank Talbot
W.B. Thompson & Son
Mrs. V. Trickett
Tri-County Realty
Varey's Mens' Wear
Waddle's Dep't. Store
Watkinson's Mens' Wear
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ASSOCIATE MEMBERS

Harry B. Barrett
Mrs. J. Struthers

PORT DOVER "1986"



Sponsored by

Port Dover Board of Trade
and
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1976

PROGRAMME

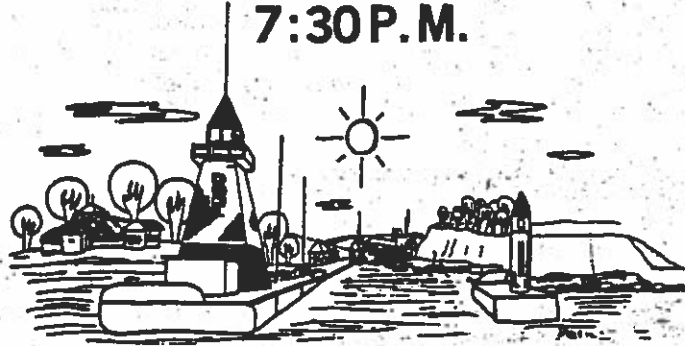
PORT DOVER 1986

March 9, 1976

PORT DOVER PUBLIC SCHOOL

MAIN STREET

7:30 P.M.



PURPOSE OF MEETING: The purpose of the planning dinner on February 25th. was to define the issues and concerns for the future of Port Dover, glean a general, overall survey of the feelings, and ideas of the the people attending, and present a preliminary report to the City of Nanticoke Council at a public meeting. Hopefully, at this second meeting tonight, by breaking up into areas of concern, we will pinpoint specifically, the wishes of the people of Port Dover and present Councils Nanticoke & Regional with concrete proposals and recommendations in the final report.

7:30 pm Registration

8:00 pm Presentation

of

Preliminary Report

to the City of Nanticoke Council

9:00 pm Group Discussions

with Coffee and Dessert

QUICK SUMMARY OF DISCUSSION DISCUSSION GROUPS

GROUP 1: GROWTH AND DEVELOPMENT

GROUP 2: HOUSING-WHAT IS THE FUTURE? WHAT ARE THE ALTERNATIVES?

GROUP 3: INDUSTRY-WHAT IS THE FUTURE FOR PORT DOVER?

GROUP 4: RETAIL & COMMERCIAL AREA

GROUP 5: COMMUNITY SERVICES-CULTURE, EDUC.

GROUP 6: RECREATION

GROUP 7: FISHING & HARBOUR DEVELOPMENT

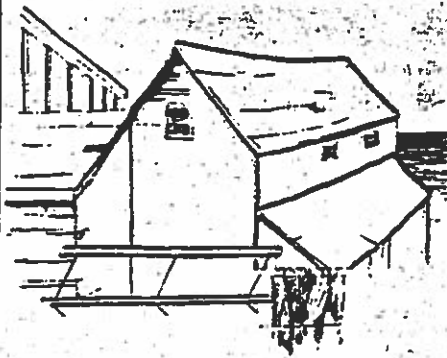
GROUP 8: TOURISM

GROUP 9: TRANSPORTATION & AGRICULTURE

GROUP 10: HERITAGE

GROUP 11: GENERAL CONCERNS

PLEASE BRING THIS WITH YOU ON THE 9TH



PORT DOVER 1986

The Port Dover Board of Trade welcomes you as a concerned citizen and participant in the planning for the future development of Port Dover within the larger frame work of the City of Nanticoke.

What are some of the issues? Here are a few points to guide you in your discussion of potential development.

PORT DOVER 1986

Erie Beach Hotel, February 25, 1976, 5:30 p.m.

EXISTING WATER & SEWAGE FACILITIES

Present sewage capacity: 17,000 people

Present water treatment capacity: 3500 people. We are at that limit now. Designs are well under way, some special construction needs pre-ordered, and tenders ready for March/April to triple capacity to 11,000 people.

HOW FAR & HOW FAST WILL WE GROW?

Will our growth be limited by the capacity of the water treatment plant (11,000)? Why was water treatment not planned to correspond to present sewage capacity? Would it be more expensive in long run to increase AGAIN at future date?

LOW VERSUS HIGH DENSITY.

How many people per acre is good for Port Dover? Do we really need 24-32 people per acre to achieve fast population growth? Do we need high rise? How high? Best place for them? Is it possible to conserve land with attractive high density housing? Is traditional parkland really necessary? Is cluster housing one answer?

ALTERNATE METHODS OF LOW COST HOUSING.

Mobile homes, Al-Can, modular homes, steel homes, lease land (and buy house only). Pros and cons.

GROW LOCALLY OR GO TO TOWNSEND???

DOWNTOWN CORE DEVELOPMENT

Parking needs, face lift, how to organize. Downtown office space and apartments?

PROS & CONS OF RE-LOCATING PORT DOVER INDUS— TRIES TO MAKE RIVER FRONT RECREATIONAL PARK AREAS.

Our industries have been backbone of community for up to 75 years. Employ 400 plus people.

Pay nearly \$3,000,000.00 annual wages.

Create jobs locally especially for unskilled labour who otherwise might be on welfare rolls.

Create opportunities for related business.

Diversify the area.

Is it good for us to be just a bedroom community? Is it good for us to have all our "eggs" in one industrial "basket"?

Do we take full advantage of the beach area for recreation?

TOURISM

Tourism is one of our MAJOR industries with an economic impact on the community.

We need more accomodation-hotels, motels.

We need more harbour beach development.

Why not promote year-round recreation?

COMMUNITY SERVICES & SOCIAL DEVELOPMENT

We have schools, churches, church halls and an arena.

We could attract a Community College.

A Recreation centre is needed.

Cultural needs include music, the arts, crafts of all kinds.

What is the role of our ethnic groups?

What is the role of our service groups?

Are our Public Health services adequate?

What are our Senior Citizen housing needs?

How will any increasing population affect all of these needs and facilities?

TRANSPORTATION

Alternate routes needed due to increased population.

Sources other than roads.

Public transportation from other areas, especially to bolster tourist industry.

AGRICULTURE

How should we preserve our agricultural land? What government levels are involved in this concern?

FISHING

Fishing is a vital local industry-it helps promote tourism, provides a needed food supply and IT IS THE IMAGE OF PORT DOVER. How can we protect and encourage this colourful resource?

HARBOUR DEVELOPMENT

We have a unique harbour. What are future plans?

We hope these points have stimulated you to add many more of your own thoughts, ideas and questions. Remember our local government wants to hear it ALL! They represent YOU in planning Port Dover's future!

PORT DOVER BOARD OF TRADE EXECUTIVE

This is your planning guide. Keep it with you for future reference.

SUMMARY OF GROUP DISCUSSIONS

Held at Erie Beach Hotel on Feb. 25, 1976

Concern 1

Growth

1. Majority in group 1 felt Port Dover would lose its charm if growth beyond 10,000; a few thought 25,000 would be acceptable.
2. Port Dover should remain a small town with historical significance. Should be controlled and well planned growth to 10,000.
3. Expand water treatment to match present sewer capacity. Grow to 12-15,000 in the next five years; maximum of 20,000 in next 25 years.
4. Majority felt population of 10,000 was maximum. Noted that doubling the population so quickly would be a cultural shock.
5. The town should grow to approximately 10,000.
6. Control growth of community by keeping density per acre low. Retain green areas; one of Port Dover's distinctive characteristics is its atmosphere... the water, air, pace... attributes to maintain.
7. Total population should be 8-11,000 people. After 11,000 natural growth factor of 4-5 per cent would be adequate.
8. Grow to present water and sewer capacities then re-access needs; rate dependent on demand.
9. Grow to 11,000 by honoring committed housing only. Keep a low density to avoid any slum areas.
10. Allow population to increase only as it is needed; increase should reflect only controlled and orderly development. Provide ample serviced lots to keep the price competitive.
11. Indication that a doubled or tripled population is expected.
12. Feeling that the actual rate of growth cannot be controlled, but that quality can by careful consideration. Growth is essential for survival of the community. Should consider an attempt to locate the municipal offices for the City of Nanticoke here in Port Dover as it appears we have the most growth potential (closeness to industrial complexes, commitments for housing, services, harbour development). Municipal offices here would in turn create more growth. We should be sure of what we want.

Concern 2

Townsend (as it might affect the development of Port Dover)

1. Most in group felt Townsend would take a good portion of the growth after it is established and that it should be built to draw people there. Lots should be cheaper in Townsend as well.
2. Slow down on Townsend.
3. Feel that present communities be allowed to reach their suggested growth before Townsend is developed. It should not be developed if existing communities have to help pay the cost of servicing the land.
- 4, 5, 6. No comment.

7. Let Port Dover and other towns develop to projected level (8-11,000 in Port Dover) before Townsend gets under way; otherwise might have to pay for services not required or used.
8. Townsend should be built as needed and without temporary set-up (lagoon, etc.)
9. No comment.
10. Townsend should only be developed after a need has arisen which the present community cannot fill.
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Direction of growth

- 1-3. No comment.
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Bank of Nova Scotia
O. Bates & Sons Roofing
Beaver Lumber
Blake's Texaco
Bonnie View Lodge
Buck's Cottages
A. Burbidge
Centralized Ins. Mgt.
Reg. Charman
Clark's Shoes
Peter Cosley
Culverhouse Foods
Hank DeKoning Meats
Dover Dairy Bar
Dover Floor & Wall Coverings
Dover Wool Shop
C.T. Driscoll
Phillip Engell
Richard Engell
Erie Beach Hotel
Esso Serv. Stn.
Fabric Inn
Fanshawe College
Gamble Shipyards
Grant's Fish Store
Hallam's United Discount
Hobby Shop
Mrs. A. Hornick
Nancy Huxley
I.D.A. Drugstore
T.A. Ivey & Son
Carol Korostil
Lewis's Foodland
MacAuley Ins.
Maple Leaf Newspaper
P. McDonald

P. Miller
Misner Fertilizer
Ralph Murphy
National Grocers
Oriental Shop
A. Pattenick Stores
H. Pepper Transport
Phylliss Beauty Salon
Don Pletsch
Port Dover Kinsmen
A. Robinson
Bruce Rodger D. C.
Royal Bank of Canada
Carl S. Ryerse & Sons
Sandalmaker
Schiltz Hardware
Sherman's Market
J. Sibthorpe (Barber Shop)
Bill Smith (Miracle Mart)
George Smith
Grant Smith
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Frank Talbot
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ASSOCIATE MEMBERS

Harry B. Barrett
Mrs. J. Struthers

PORT DOVER 1986

Planning Meetings

February 25, 1976

March 9, 1976

GENERAL SUMMATION AND RECOMMENDATION

Following is a summation of the opinions expressed concerning future planning in Port Dover. There are a variety of opinions on each topic, many of them contradictory or conflicting, which can be considered a successful conclusion. The object of the exercise was to give each citizen a chance to make his voice heard. Unanimous opinions would not have accurately reflected that process.

In some major areas of concern local residents have expressed a common viewpoint which hopefully can be considered by those responsible for formulating the official plan.

In all topic areas the Port Dover Board of Trade has made a sincere effort not to influence the opinions of the participants.

Topic #1 GROWTH AND DEVELOPMENT

- A. Growth and development can and should be effectively controlled in order to allow natural and quality growth after the initial expansion (or commitments) dictated by the major industrial growth.
- B. Growth should be balanced between East, West, and North. (Note: The Growth group suggested growth develop West and North; the Agriculture group suggested preservation of viable farm land in those same directions and alternately suggested expansion to the East only).
- C. Port Dover should not have unlimited growth.
- D. Growth should be limited to a figure based on people per acre.
- E. There should be an adequate tax base re: population and industry to provide for all the services required by the community, e.g. soft services, consumer services, and recreation.

Topic #2 HOUSING AND DENSITY

- A. Street density control should be exercised.
- B. We should not encourage a maximum of housing.
- C. We should limit building heights and preserve the quiet lakeside atmosphere of Port Dover.
- D. There should be a well-balanced, good quality housing mix.
- E. Some high rise (not above six stories) and some rental units should be considered. Some provision should also be made for executive type homes.

- 2-
- F. Municipal land ownership might be considered to some extent to reduce land costs.
 - G. Mobile homes should not be allowed at this time.
 - H. Densities of 32ppa are too high for this area, but present densities could be increased to insure good land use.
 - I. By-laws should be strictly adhered to regarding frontage, side yards, number of square feet, etc., in housing development. "Sardine" type housing shouldn't be readily condoned when we are a country with small population, lots of trees, and vast empty spaces.
 - J. We should retain the good quality of life we have here; that will attract people more than anything else.

Topic #3 TOWNSEND CITY

- A. Townsend City can have a positive effect on Port Dover.
- B. It should develop, however, only after our present commitments have been met.
- C. Services should not be provided at the expense of the existing communities.

Topic #4 INDUSTRY

- A. The present industries within the Town of Port Dover should be allowed to remain where they are until such time as they themselves choose to re-locate.
- B. Some area, either within the limits or close by, should be set aside for small, non-polluting industries. It was felt that some of the local citizens, present and future, would not want to, or possibly could not, work at the industrial complex at Nanticoke.
- C. The local populace should not have to depend on the Eastern industries alone for their livelihood.
- D. With some face lifting and landscaping the existing industries could become compatible with the surrounding area, even in a recreational context. Could there be a regulation mandate from Council on this?

Topic #5 RETAIL AND COMMERCIAL AREA

- A. Commercial development, rejuvenation, and parking should be a matter primarily for the merchants involved, with the possible assistance in funding and/or a City initiated Planning Study for a central business district to meet the needs of increased population. (See Ministry of Housing Planning Study Grant.)
- B. A central business district large enough to serve a doubled or tripled population should be designated and zoned.
- C. It has been questioned as to whether the present downtown area could survive with competition from plazas.

Topic #6 COMMUNITY SERVICES

- A. The service groups and Nanticoke Council should work hand in hand with Wintario to promote the needed facilities.

B. Wintario will provide up to one third of the funds necessary to provide community services, provided the funds are matched by another one third from private sources. Council could provide the remaining one third.

Topic #7 RECREATION

A. A slight percentage of citizens felt year-round recreation is feasible here.

B. The majority felt that not enough use is made of existing facilities (ie: schools) and that there should be more co-operation between Boards of Education and Recreation.

C. There is a need for land to be set aside for Conservation areas, bicycle trails, jogging tracks, nature (walking) paths cross country ski areas, public swimming pools, camping and picnic areas and neighbourhood parks. The above facilities could be utilized by local residents and by tourists. Funds might be provided by the Wintario plan outlined in Topic #6.

D. The banks and adjoining areas of the Lynn River and Black Creek might be used for some of the trails mentioned in C. (above) and for passive recreation.

E. The old Town Hall could be used extensively if it was made serviceable again.

F. It was felt there is a need for a Community Centre.

Topic #8 FISHING AND HARBOUR DEVELOPMENT

A. Fishing is an essential industry, particularly in Port Dover.

B. Perhaps a tax incentive should be considered for fishermen to rejuvenate the fishing shanties and to use them once again for storage. It would enhance and preserve the unique and picturesque shoreline.

C. Some attempt should be made to examine the problem of government (CNR) owned land in the harbour area. A great deal of incentive to "spruce up" is lost because of that fact.

D. A Great Lakes clean up and re-stocking should be encouraged.

E. Port Dover Harbour: A unique and golden opportunity! Advantage should be taken of Federal grants: TWP (Tourist Wharf Policy) MPAP (Marine Policy Assistance Program). Great Lakes Access Program pays up to 70% of developers' share. It should be determined if any of these offers of assistance apply to shoreline erosion problems.

F. Harbour development is essential and protection of the shoreline is vital. The beach should be cleaned up, craft and boutique areas encouraged, public launching and docking facilities opened. It is possible that some ideas for development might be gained from the Fanshawe College Landscape Design Class study of the beach and harbour areas.

G. A Port Authority or Harbour Commission should be established to co-ordinate growth and development.

H. Basins and breakwaters should be built to eliminate shore erosion (and promote additional recreational use).

Topic #9 TOURISM

- A. Tourism is a major industry in Port Dover but more facilities are needed. Tourism means people spending money to enjoy a place.
- B. The town should encourage "two week" tourists with additional hotels, motels, swimming facilities, organized recreation, craft and speciality shops.
- C. The public washroom facilities should be improved.
- D. A permanent Tourist Information Service should be established.
- E. Side trips to Port Dover from the main highways should be encouraged and promoted.
- F. Merchants should help promote tourism. A friendly and helpful attitude is the best possible (and the cheapest) promotion.
- G. Steps should be taken in the immediate future to upgrade the beach area.

Topic #10 TRANSPORTATION AND AGRICULTURE

- A. Public transportation from other areas would not only benefit local citizens but also would bolster Tourism.
- B. Alternate routes are needed due to future increased population.
- C. Would a one-way street system be practical?
- D. Sources other than roads should be considered, such as rail, water, etc.
- E. Good agricultural land should be kept, which in the case of Port Dover means to the West and North (which would conflict with some ideas on growth). It is recommended that development be kept in balance with preservation of viable farmland where possible.
- F. Erosion should be prevented on presently operating farms by establishing buffer zones or slow development areas.
- G. Preserve good agricultural lands to help make farming profitable.

Topic #11 HERITAGE

- A. Preserve and rejuvenate the old harbour area to emphasize the character and charm of Port Dover!
- B. Museum facilities (particularly of a marine nature) should be encouraged.
- C. A pamphlet on the history of the town and of the original buildings should be printed.
Buildings of historic value should be preserved.

Topic #12 GENERAL CONCERNS

- A. Will the results of these planning meetings be utilized?
- B. After zoning has been established, why can it be changed so easily? An example might be a drive-in movie in an agricultural area.

C. The advantages of Regional Government should be made known to the Public in terms that can be understood.

D. There should be referendums or issues.

E. A copy should be obtained of the brief compiled on restructuring the City of London, and certain proposals should be considered.

F. The town should look into acquiring, renovating, renting, or re-selling properties along the creek and harbour for boutiques and waterside restaurants, etc.

G. There is a breakdown in communications between government and the Public on issues and proposals. Considerable thought should be given to rectifying the situation.

John W. Brooks
200 St. George St.
Port Dover.

Steady Steadily
Summer classes
in next term
Letter!



Editorially Speaking

Let them know!

The Port Dover Board of Trade this month is sponsoring a seminar which will deal with the development of that community, particularly in the next 10 years.

A panel will consist of a member of the City of Nantucket Council, a representative from the Nantucket Municipal Planning department and local health.

This is the positive type of action needed if citizens of the Region are genuinely concerned with the future direction of their municipalities and want to express their views.

Residents of the Port Dover area would do well to attend the meeting, and residents of other former municipalities in the area might take note of the program with a view to the same type of action for their municipalities.

Criticism of regional planning has often been well placed, but we must also remember that without strong local input, our planners may find it difficult to assess the local priorities.

Harbour development plan endorsed, first step in 'dream come true'

By Esie Murphy

PORT DOVER — The first step in what was called "Dream come true" was taken by this community today with the endorsement of the Harbour Development Plan by Mort Moffatt, director of the Small Craft and Harbour Branch (Federal) Lunenburg.

Mr. Moffatt urged the enthusiastic crowd to seek further LIP grants to hire a consultant for a master plan. He said he accepted in principle the imaginative and well planned proposal and suggested that Canada Works grants, financed by both the provincial and federal governments, could be used to bring about the plan.

"Make sure it's a people piece remembering that the primary use of the harbour is for the fishing industry," he said.

The plan, the second for harbour development, was the work of the Harbour Jew, Tom Hatcher, Barry Tadofid and Monika Brown. The first plan by Nanticoke College School of design relied greatly on suggestions of local councillor Jack Mayhem.

Both plans were brought about through the efforts of Port Dover Board of Trade. The plan included three areas, east pier, 650m, west pier, 650m, and a fishing complex, upper pier of harbour below the bridge and the beach area. Tom Hatcher suggested two recommendations of a modern direction of tourist growth which has become stable catering solely to service outlets was the first recommendation. He suggested a new big attraction with innovative

facilities and a promotion campaign. The second was formation of a harbour commission with representatives from the Board of Trade Harbour committee.

A marina development to the east of the fishing basin will accommodate 400 boats. A large curving breakwater would enclose this area with a simple designed swing bridge. This suggestion came from fishermen who have long urged a water outlet for the basin, which would reduce surge during stormy periods.

The marina would include gas and oil as well as indoor and outdoor storage and marine repair facilities. He suggested parking and a park area with a man made beach. This would be a future step to accommodate the expected influx brought about by the industrial development at Nanticoke.



Tom Hatcher, Katie Brooks, Doug Mummary and Mort Moffatt view Harbour Development Plan for Port Dover. The plan was endorsed Monday and has been termed "the first step in a dream come true." (Times Staff Photo)

The rock jetty could be financed by local service clubs. This would be a site for the historical cross now in an inaccessible spot on Brant Hill.

Erosion to the bank of the Lynn, across from Misner's, would only be contained by a high cost venture because most of the land here is unusable. It needs piling, and a board road in Ontario was the suggested solution.

At one time the only pier, near the old Misner plant and Brant Hill, could be suitably marked. A heritage style restaurant and parking facilities would make this area of great importance. Across the river the Marine Museum, purchased recently by city council, will do much to upgrade the area. Several large buildings west of the museum shanty,

Gamble's, Diesel and two garages add to a run down appearance he said. The diesel building has been suggested as a craft shop for metal sculpture and glass blowing as it is a sound fire proof building with cement floors, several craftsmen have indicated interest here.

The garages have agreed to be relocated if their terms are met. In each case the business has outgrown the present location.

Summer Garden should be updated, possibly as a heritage area because of the long and affectionate history it engenders. He suggested a walkway behind the Fred Knechtel property would add much to the area

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Ottawa area

OTTAWA (CP) — Despite intense battles in two key urban ridings, party organizers in the Ottawa area fear that many among a generally bored electorate will not even bother to vote in the June 8th provincial election.

The New Democratic Party is fighting hard to hold Carleton East, won by Evelyn Gigantes by a slim 281-vote margin in 1975. And in Ottawa West, all three major parties feel they have a chance to take over the seat vacated by Don Morrow, the so-called "invisible MPP," retiring after 28 years as a Progressive Conservative member.

In the nine other Ottawa area ridings it seems likely the party representation will remain the same as before Premier Davis called the election.

Harbor outfitting

Continued from Page 1

redevelopment came from the community and that is one of the strengths of the proposals. He said it is the first plan for the harbor and contains some things which cannot be accommodated in the foreseeable future.

He said it will be up to the community to react to the proposals, some of which will be accomplished, others will be modified and some will not be realized.

He made two suggestions to the audience of about 125 people. He said the tourist trade growth has gone stale.

"It hasn't grown but it hasn't declined to the point of depression," he said.

Port Dover has all the support industry required for tourists but there is no big attraction. Hatcher suggested innovative ideas are needed "to bring the people back to Port Dover." His second suggestion was the foundation of a harbor commission to act as a co-ordinating agency and take a leading role in the redevelopment.

The first proposal was the establishment of a marina and motel facility to the east of the fishing basin. Hatcher said it should accommodate 400 boats and provide many service facilities.

To the east of the marina a manmade beach could be developed. Hatcher said there would have to be several studies undertaken to determine environmental, financial, cost and revenue factors.

"Many people are attracted to Port Dover by the unique nature of the boats," he said.

He noted some of the facilities leave "something to be desired" from an aesthetic point of view and suggested tree planting with designated parking and outdoor storage areas.

Hatcher said the erosion problem going up the Lynn River is getting worse and is caused by two layers of clay, one of which is slipping. He said the bank must be stabilized.

"It is a high cost venture and there is very little return because the land above is too steep to be used for anything," he said.

He said pilings, vegetation and a boardwalk could be used in the area.

"The stabilization could lead to the establishment of the landing site park," he said.

The historical significance of the Plank Rd., in the area of the lift bridge, has been overlooked and a restaurant could be located here. This could also be the terminal point for a "river walk."

On the other side of the river the vacant land could be used for a craft village.

He said this type of venture has proved viable in other areas.

Hatcher said the marine museum will be developed in the building purchased by the municipality and the Gamble diesel building could be used for metal sculpture or glass blowing crafts.

He said the Misner building is the dominant structure in the harbor and painting with a unified theme would be appropriate. He said the two gas stations in the area should be moved and tree planting should take place along Walker St.

"This would ideally be in raised platforms."

He said the platforms could have benches along the sidewalk.

Hatcher said there is "considerable urgency" in redeveloping the beach. He said there are problems with flooding, wind and sand blowing, drifting snow in winter and high risk of storm damage.

As Port Dover has been designated as a growth area the beach should be designated as parkland. Hatcher outlined a three phase program for redeveloping the beach. The first phase would include restoration of the Summer Garden and the establishment of picnic and parking areas. He also suggested benches and waste bins along the pier.

The second phase would see a boardwalk between the beach and the parking area with a small park at the base of the pier. Hatcher said the third phase may not be feasible but includes moving the parking areas back further from the beach, establishing more parkland and developing a washroom and change room facility.

Hatcher said a great deal of the sand on the beach is lost during storms.

"Whether or not it can be replenished is not known at this time," he said, noting a study would have to be carried out.

During the tribute to the fishing industry Nancy Huxley, a member of the Board, said everyone is looking toward a brighter future. She said Harry Barrett, Fanshawe College, has prepared a booklet on the history of the fishing industry and it should be released shortly.

On July 15, 16 and 17 the Great Lakes Fishing Exhibition will be held in Port Dover.

Events will include net stringing, fish filleting, tug pulls and tug races. It is hoped the event will attract a large number of Canadian and American fishermen.

LAFF - A - DAY



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"I still want to be a fireman."

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The Simcoe Reformer

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Simcoe, Ontario, Tuesday, May 31, 1977

AREA WEATHER
 Cloudy, showers, low tonight 14;
 high Wednesday 23.
 Simcoe: High yesterday 23; low
 last night 18.
 Delhi: High yesterday 23; low
 last night 8.
 St. Williams: High yesterday 23;
 low last night 10.



Nationwide-Verity's Regional Chairman Keith Richardson speaks in opposition to a liquid waste disposal site for the City of Nanticoke at a public meeting in Arnsby last night.

Residents say once more they don't want waste disposal here

By CHRIST THOMAS
Staff Reporter

JARVIS — An emotional and derisive crowd overflowed the Community Centre here Monday night and registered unanimous opposition to a proposal to locate a liquid waste treatment facility and landfill site in the City of Nanticoke.

Members of the audience deluged representatives of National Waste Management Ltd., a subsidiary of The D. & D. Group, St. Catharines, with their concerns of the site proposed at the intersection of the Nanticoke Rd. and Walpole Concession Rd. 3.

Despite assurances of environmental controls and safeguards by the company's solicitor Paul Forestell and vice-president Paul Caplan, the crowd was vocal in its skepticism.

Both company spokesmen admitted they were unable to respond authoritatively on technical questions. Caplan explained their technical experts were only after the treated water has been approved for discharge by the ministry of environment.

The discharge would be made twice a year.

Landfill areas would be capped with compacted clay and top soil as well as being seeded, he said. It is estimated the whole site will have been utilized for land fill in 18 years.

"For economic reasons, much of the materials recovered will be recovered for reuse and sale," said Forestell.

Responding to a question, he indicated industrial waste would be received from the Golden Horseshoe area of Southern Ontario and the Nanticoke Industrial Park. No waste from the United States would be processed, he said.

Forestall admitted he did not know how many industries would locate in the industrial park.

Projected increase volume of wastes will increase truck traffic on the Nanticoke Rd. by one quarter of one per cent, said Forestall.

Ten truckloads of waste are envisioned to be brought into the area daily and the company cited Ontario Ministry of Transportation and Communications statistics which indicate some 1,800 vehicles use the road daily.

The company said they will have a truck equipped to cope with emergencies which may arise.

"This unit will be available 24 hours a day to the local authorities should emergencies arise in other parts of the highway," said Forestall.

Members of the audience repeatedly asked aspects odor and the danger spillage into the Nanticoke Creek.

Of particular concern was the fact the Nanticoke Creek is only a short distance from the intake system of the region's central water system.

Caplan agreed to drill the first cup of water. It was released from the pit into Nanticoke Creek.

Former City of Nanticoke Mayor John Pow noted that area of the site was presently zoned agricultural and warned rezoning could be done by the Ontario Cabinet without local input.

Pow also outlined previous contacts with the ministry of environment and the company and claimed there had been lack of information regarding the project.

"We are being fresh like mushrooms," observed an area farmer.

"We've been kept in the dark and fed a lot of horse manure," he claimed.

Regional Chairman Keith Richardson summarized the feeling of the meet-



City of Nanticoke Mayor George Demetere, left, chaired the meeting.

People after water input

Residents of Hagersville will be given the opportunity to meet with representatives of Hamilton-Norfolk's engineering department to discuss the municipality's water problems.

A petition outlining a number of concerns was presented to the regional engineering committee Monday. Owen Eddy, Fuller explained, the petitioners were not angry, but wanted to be informed.

East McCreath, spokesman for the petitioners, said Hagersville residents have tolerated water works system problems such as slow moving sewer and the absence of hydrogen sulphide for some time.

"I assume nothing is being done," said McCreath.

The whole system is degrading to fast," said McCreath.

Bob Healey, manager of the

Demeter loses last appeal

OTTAWA (CP) — The Supreme Court of Canada has denied the final appeal of Thorco's appeal against the Federal Cabinet's decision to allow the building of a liquid waste disposal site in Nanticoke, Ontario.

Between Joe DiCarlo, a Hungarian immigrant, and Lester Eper, an escaped convict, the case was argued before the Supreme Court last week.

DiCarlo, who had been serving a life sentence for attempting to kill a politician, was not allowed to attend the hearing.

Eper, who had been serving a life sentence for attempting to kill a politician, was not allowed to attend the hearing.

DiCarlo's appeal was dismissed, and Eper's appeal was dismissed.

The decision means that the liquid waste disposal site in Nanticoke, Ontario, will be built.

been disconnected and a daily monitoring of lake levels and pressure is being conducted.

Regional engineer Bill McDowell noted it would be an expensive proposition to remedy the water problem. He said the water problem was a result of the Ministry of Environment for a central water system that would serve Hagerston and provide the municipality with adequate water.

"The waterline is costing. It depends on how much money you want to spend on throw-away projects," said McDowell. "The waterline is costing. It depends on how much money you want to spend on throw-away projects," said McDowell.

Crops okay so far but thirst for rain

Ontario's fruits and vegetables have not been seriously affected by the lack of moisture to date, reports Russ Chard, fruit and vegetable specialist with the Simcoe office of the Ontario Ministry of Agriculture and Food.

"Everything could stand a good rain, but not a prolonged wet spell," said Chard. Tomatoes are looking well and deep rooted crops are not suffering. Vegetables that have been planted recently, such as green beans, are in good condition, said Chard.

"If the dry weather continues, the other hand, disease is inhibited by the dry conditions and the incidence of aphid has not been intense. Chard reports a good fruit set on area orchards and said strawberries harvest may begin at the end of the week. In most areas, Chard said there is a shortage of the tobacco. See Page 11, Col. 7

proposal. (Staff Photos)

Planning consultant gets Haldimand views

By BARR ELVE Staff Reporter
CAWYBA — As part of a study commissioned by the Haldimand-Norfolk Region, Ed Curries, manager of planning services for James F. MacLaren Ltd., asked Haldimand councillors last night for their impressions of the current planning process in the region and ideas for possible changes in the structure. said there are three

objectives of the study: (1) to look at the possibility of change in the current planning techniques in the region; (2) to determine what councilors know or want to know about the official plan; and (3) to examine suggestions about improvements in the internal workings of the planning department. He noted that this region is one of only three or four regions in the province that do not have a formal structure, adding responsibility for planning with the municipalities.

There have been studies of inconsistencies with the processing of the flow of applications to the planning department, said Curries, in explaining the third objective. The consulting firm has been hired "to consolidate ideas, be said. According to Coun. Alister MacLaren, one of the most vocal proponents of the most applied transfer of land planning in the process of getting a land

"One would almost have to hire a lawyer," he said to unburden the region. "It should be possible for the ordinary person to go through the process without getting legal help." Curries noted that the problem of a lack of simple information is widespread in many regions today. "What can we do to make it better?" he asked.

Ed Gillispe suggested that guidelines for applicants are needed in the land division commission, adding that lawyers will "do need someone in the planning department to tell land division applications."

The big question in the minds of most councilors was their involvement in the preparation of an official plan for the region. Most agreed with the view expressed by Gillespie, that the official plan prepared at the regional level should be guidelines of intent, with the zoning bylaws prepared at the local level.



This could have been a bonor. See Page 11, Col. 6

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MP feels small business definition needs change

By ERIC HANOVICH
OTTAWA (CP) — A new definition of small business and a new approach to the needs of owner-managed enterprises can create more jobs for Canadians, Ontario PC-Slip Party Member-Parliamentary (PC-Slip Party Member-Parliamentary) said the Commons today.

He said the government bases its conception of small business on the assets and annual sales of a company. But this "fails to capture the most important features of a small firm—that the owner of it is the manager and that the manager of the firm has a deep personal stake in its future."

Jellack, a Toronto manufacturer, urged creation of an agency separate from the department of industry, trade and commerce to deal with the specific needs of the small business sector. Government "continue to consult with large business and as a result most of the legislation is geared solely toward that sector."

That evidence, ruled necessary by Judge Grant, was a conversation between the two men.

Harbor outfitting scans horizon for any available grants

By BOB BLANKLEY Staff Reporter

PORT DOVER — That town's residents were given some encouragement Monday night that there may be government grant money for the harbor redevelopment project.

Mark McGill, director of Small Harbors Branch, said it appears as if Canada Works Program grants are going to be continued and consideration will be given to municipalities that show initiative. "Just make sure it is a people place and not an urban form," he said. McGill made the comments after the final presentation of the harbor redevelopment project. He suggested a consultant be hired, possibly through a grant, to formulate a master plan for the area.

When the master plan is completed it should be presented to City of Newmarket, hopefully for approval in principle. The redevelopment project was undertaken by the Port Dover Board of Trade through an ITC grant. A dinner was held to present the plan and as a tribute to the commercial fishing industry. Tom Hatcher, project head, said the suggestion for harbor See Page 4, Col. 1

Becoming a "dump" of industrial waste for the province

Richardson said the region opposed the project and has hired consultants to prepare a presentation to the Environmental Assessment Board which is scheduled to hear the company's application on June 7 in Jarvis.

The hearing is slated for 10:30 a.m., but several persons expressed their displeasure at this time. It was argued most people could not attend because of work commitments. Other suggestions were made that the meeting be postponed so people could have an opportunity to study the proposal.

Richardson indicated the EAB may conduct night sessions and added it was up to the citizen's groups to press for any postponement. Last night's meeting was called by the City of Newmarket and Mayor George Demeruc said his council See Page 4, Col. 6



Tom Hatcher, head of the Port Dover Redevelopment Project, points out various features of the plan to Mrs. Keith Brooks, president of the Port Dover Board of Trade. The final presentation of the plan was made last night along with a tribute to the fishing industry. (Staff Photos)

BOARD OF TRADE

NEWSLETTER

1977 is approaching quickly and the Membership Committee have kicked off their campaign for a very productive new year. *****Everyone knows that "word of mouth" does far more than any promotional campaign. How about a few encouraging words to your friends??? Let them have the opportunity of investing in the future of Port Dover through the Board of Trade.

*****A quick recap of Board of Trade accomplishments of the past few years*****

1. Licensing By-Law 25-75 in co-operation with the City of Nanticoke we secured fair and acceptable standards for retail merchants in the City of Nanticoke.
2. Summer Festival - an ongoing annual event that gets bigger and better every year.
3. Shoreline Summer - a summer program of Arts and Crafts that expands each year to meet the needs of the community.
4. Sailing School - a new program very well received by the people for the benefit of the young and not so young.
5. Port Dover 1986 - 2 Planning Seminars in which the public were invited to attend Panel and Group Discussions. The excellent response and results assured us that the people need, want, and have a voice in the future of Port Dover.
6. Dover Mills Heritage Assoc. - a group dedicated to preserving the heritage of Port Dover. The "Burning of Dover Mills" on May 23'rd marks the first event sponsored by these concerned citizens.
7. Fishing Brief - Presented to the Ministry of Industry and Tourism on behalf of local fishermen with a view to saving the fishing and related industries so vital to Port Dover.
8. Tourist Bureau - operated from June to September with the help of Festival Country. Plans are underway to enlarge the service and improve the location for next year.

At present, the Board of Trade is undertaking the project of Harbour Redevelopment with the help of an L.I.P. Grant recently approved and hope to be taking an active role in promoting Port Dover's Centennial Celebrations.

*****We look forward to another successful year in 1977 and YOUR continued support in the future of Port Dover.

2.

MUNICIPAL ELECTION

DECEMBER 6, 1976

Monday, November 29, 1976

MEET THE CANDIDATES NIGHT

Port Dover Public School

7:30 PM

Come out and meet your candidates and see the people who wish to be your political representative. Make your vote count. Support your community and make your voice heard by exercising your democratic right.

*****The regular monthly meeting of the Board of Trade will be held this same night, Monday, November 29, and it will be ELECTION NIGHT for the Board of Trade. The following is the slate of Officers as presented by the Nominating Committee and endorsed by the Directors, for your consideration. Please detach and bring this ballot with you on November 29, marked with the candidate of your choice. If you are unable to attend, it may be mailed to: Port Dover Board of Trade, Box 239, Port Dover.

REMEMBER: An organization is only as strong as its every member.

PRESIDENT: Mrs. C. Brooks (acclaimed)

First VICE PRESIDENT:
(Chairman Promotion Committee)

- 1. Mr. Murray Grant
- 2. Mr. Ralph Murphy

Second VICE PRESIDENT:
(Finance Committee Chairman)

- 1. Mr. Bob Stonewall
- 2. Mr. John Wells

SECRETARY:

- 1. Mr. Bill Crone
- 2. Miss Carma Saracuse

TREASURER:

- 1. Mr. Grant Smith
- 2. Mr. Parker Leney

Please indicate your choice by circling one candidate for each office.

Your membership card for the current year is enclosed. Please complete it and bring it with you on November 29, or mail it with your dues to Box 239, Port Dover.

SEE YOU AT THE PUBLIC SCHOOL ON NOVEMBER 29th!!!!

PORT DOVER BOARD OF TRADE

PRESENTS

MAY FLOWERS

DOVER MILLS HERITAGE DAY - This Sunday - May 23rd

****A reminder that this Sunday is the day to commemorate the Burning of the original Town of Dover Mills during the War of 1812.

Everyone is invited to join in the March which will begin at 1:30 PM from the Legion Bldg. on Market St.....proceed to Powell Park for the dedication of the anchor donated by Mr. & Mrs. T. Barrett A Pipe Band from London and a group in Period Dress complete with artillery will lead the March up Main St. to the new 'Dover Mills Heritage Park' where Dr. Jim Cruise of the Royal Ontario Museum will give a short speech and the Dover Mills Heritage Park will be formally dedicated. From there, the traditional walk to McQueens Cemetery and back to Port Dover Public School for a slide presentation and display of many artifacts from the Period of 1812. And to wind up the Day of Historical Observance, Port Dover's famous fish dinners may be purchased at the Public School. ***Anyone interested in helping to serve coffee, please call Mrs. Elsie Murphy 583-1047***

**** Harry B. Barrett, President of the Dover Mills Heritage Assoc., has compiled and put into booklet form, an excellent history of Dover Mills from the year 1810. A limited number have been published and are now available at Varey's Mens' Wear and the Hobby Shop at a cost of \$2.50. They will also be made available on May 23rd.****

Join in the fun and get your ribbon to commemorate the First annual Day of Historical Observance. These ribbons will be available all day Saturday in the Downtown area and of course on Sunday.

****Come out and enjoy the Festivities--This is your Heritage****

Tourist Bureau - If you have some time to support Tourism in Port Dover, please call Carol Korostil 583-2029 We need mature, interested citizens to volunteer a few hours a week.

July 1st Parade - Don't forget the big celebration on July 1st
***** Look for our Board of Trade Float. *****

<u>SAILING SCHOOL</u>	<u>June 14 - 18</u>	<u>Aug. 9 - 13th</u>
Morning 9am - 12noon For Children aged 10 and up (Fee: \$20.00)	Afternoon 1:30 - 4:30pm	Evening 6pm - 9pm For Adults (Fee: \$25.00)

For registration call Fanshawe College - Port Dover 583-2110
Simcoe 428-0580

Port Dover Board of Trade

MEMBER AFFILIATED CHAMBERS OF COMMERCE OF CANADA

PORT DOVER, ONTARIO

ADDRESS ALL CORRESPONDENCE
TO THE SECRETARY

January 20th 1981

A regular meeting of the Port Dover Board of Trade will be held on Monday, January 26th at 7.30pm in the Grace United Church.

As this is election night, a brief written resume is required from each Chairman so that the activities of 1980 can be duly recorded.

Nominations will be welcome from the floor, and the names of those accepting will be added to the slate of officers compiled by the Board of Trade Nominating Committee. Those allowing their names to stand for election are as follows:-

President	Carma. Beerepoot
1st Vice-President/Recording Secry.	Mike Northfield
2nd Vice-President/Secretary	Carol Korostil
Treasurer	Brian Robertson
<u>COMMITTEE CHAIRMAN:</u>	
Membership	Chris Ivey
Merchants	Ron Barker
Tourism	Stuart Brown
By-Laws	Velma Trickett
Programme & Education	Jim Coffey
Community Planning & Industrial Development	Peggy Scruton
Summer Festival - Chairman	Carol Korostil
Co-Chairman	Peggy Scruton
Harbour Development	Murray Grant Jack Maytham
Inter-government liason	Jack Maytham
Nominating/Past President	Stuart Brown

Stuart Brown
President.