

PART D
GENERAL DEVELOPMENT POLICIES

D1 WATER AND SANITARY SEWER SERVICING STRATEGY

D1.1 OBJECTIVES

It is the intent of this Plan to:

- ensure that public health and safety is protected;
- ensure that all development has a safe and adequate water supply, sewage services and stormwater management practices;
- encourage the progressive extension and economic utilization of municipal sewer and water services; and,
- identify the preferred means of servicing in the Town.

D1.2 PREFERRED MEANS OF SERVICING IN SETTLEMENT AREAS

The preferred means of servicing settlement areas is by full municipal water and sewage services. It is recognized that limited *development* shall be permitted within the partially serviced areas of Clarksburg, until such time as municipal sanitary services are provided to permit more concentrated growth.

The Town will endeavour to obtain all necessary approvals for the required future expansion of existing municipal water and sewage service facilities in order to keep pace with *development* demands within the financial capabilities of the Town. A commitment of servicing capacity shall be required for all existing and future *development* based on the staging priorities and categories identified under this Plan. When expansion of the existing municipal water and/or sewage facilities become necessary, such expansion shall be subject to the approval process under the Environmental Assessment Act. The Environmental Assessment approvals may include the phased expansion of municipal facilities, with additional design servicing capacity for future expansion phases, as well as other associated municipal *infrastructure* works, as further provided under this Plan.

Prior to the creation of any new lot, approval of any new *development* or *redevelopment* or zoning by-law amendment in any settlement area, *Council* shall be satisfied that appropriate municipal services are available to the lands and that there is sufficient capacity to accommodate the use. Any proposal that would require the extension of water or sewage services shall provide a comprehensive servicing analysis prior to consideration of the proposal.

D1.3 SERVICING OF DEVELOPMENT OUTSIDE OF SETTLEMENT AREAS

All new *development* on lands outside of Settlement Areas shall be serviced by private wells and septic systems.

D1.4 STAGING CATEGORIES

Development approvals under this staging plan shall be dependent upon the monitoring of available design capacity, and the expansion of required municipal service *infrastructure* to keep pace with *development* needs. The staging priorities identified under Section D1.4.1 are to be implemented under staging categories which are intended to provide an order ranking for the commitment of available plant capacity on the basis of the *development* approval status.

The commitment of available plant capacity for *development* approvals shall be based on the following five staging categories:

- Stage 1: Designated lands with *development* approvals and zoned to permit *development*. The allocation of existing servicing capacity is committed under a *development* agreement.
- Stage 2: Designated lands with *development* approvals and zoned under the holding zone category. The reservation of design capacity is committed. Advancement to Stage 1 is subject to the allocation of existing plant capacity under a *development* agreement and rezoning for removal of the holding symbol.
- Stage 3: Designated lands with partial *development* approvals to permit future *development*, such as a lot or block within a plan of subdivision which is subject to condominium or site plan approval. These lands should be zoned under a holding, deferred *development*, or other appropriate zoning category, depending upon the nature of the partial approval details. Design capacity is not committed; however, future capacity requirements are recognized based on potential *development* approvals. Advancement to Stage 2 is subject to further *development* approvals and reservation of servicing capacity.
- Stage 4: Designated lands with no *development* approvals. These lands should be zoned under a deferred *development* or other similar zoning category. The required design capacity is recognized based on potential *development* approvals. Advancement to Stage 3 is subject to *development* approvals and the availability of plant capacity.

Stage 5: Lands designated Future Secondary Plan Area with no *development* approvals. These lands should be zoned under a deferred *development* or other similar zoning category. The required design capacity is not reserved. Advancement to Stage 4 is subject to re-designation and the availability of servicing capacity.

In addition to the *significant* residential *development* potential, plant capacity must also be provided for commercial, industrial, recreational and other potential *development*. It may also be appropriate to retain a buffer amount of plant capacity for potential minor infilling *development*, including potential *redevelopment*, and lot creation.

The staging of *development* approvals and the reservation of design capacity based on the staging priorities for all existing and future *development* lands, and any other relevant matters, will be determined at the sole discretion of Council.

D1.4.1 Staging Priority

Staging priority shall be given to existing *development* areas and Stage 1 to 3 lands, which are currently designated to permit *development*. However, the re-designation of Stage 5 lands may be considered where advanced staging priority is demonstrated to be necessary and appropriate in the public interest. Any such amendment to re-designate additional lands shall demonstrate to the satisfaction of Council an *enhancement* to recreational/tourism facilities, and the provision of added public benefit. Applications to amend the Plan shall address the following:

- a) The establishment of new major recreational/tourism facilities, such as a golf course or community *recreation* centre.
- b) The dedication or acquisition of property for parks, Niagara Escarpment, the Nipissing Ridge, natural or cultural heritage features areas of ecological significance, public walkways, open space and shoreline areas, regional stormwater management facilities and municipal service *infrastructure*, or other similar benefits.
- c) The extension of logical and orderly planned *development* in-keeping with the overall staging priorities established by Council.
- d) The support and participation in the ESR approval processes.
- e) The participation in a municipal servicing project to establish new or expanded municipal treatment plant facilities, extend trunk lines, or provide other similar works which will also benefit existing *development* areas and other designated lands.

- f) The participation in public private partnerships and front end financing for the provision of recreational facilities or service *infrastructure* which may not otherwise be possible or feasible due to financial limitations of the Town.
- g) The advancement of desired community objectives and public benefits which otherwise may be postponed or not feasible.

Any re-designation shall only be considered where the public benefit is clearly identified under the amendment, and where there is no long-term detrimental impact on the staging priorities for existing *development* areas and other designated lands, including the availability of design capacity and staging category status. The required ESR approvals, front-end financing of service *infrastructure*, recreational facilities, land dedications and other relevant matters which comprise the public benefit shall be provided prior to or in conjunction with any *development*. Re-designation may also be subject to a staging program to regulate the timing and sequence of *development*, and the commitment of servicing capacity. Development approvals and commitment of design capacity for some re-designated lands may be deferred until other designated lands have been developed.

D1.5 MONITORING OF SERVICING CAPACITY

The monitoring of servicing capacity is intended to identify the availability of required municipal water and sewage services for existing and future *development*. *Development* approvals shall be restricted on the basis of design capacity limitations.

The design capacity of the applicable water and sewage treatment plant facilities shall be reserved for all units within any site plan, plan of subdivision and plan of condominium *development* approvals, including all residential and non-residential *development*. Where such reservation of design servicing capacity is not available, any application for *development* shall be considered to be premature, and *development* approvals shall not be given.

The existing plant capacity of the applicable water and sewage treatment plant facilities shall only be allocated for units within any approved *development*, or phase of *development*, which is recognized as Stage 1 for municipal servicing priority purposes, as identified under Section D1.4. Phasing of *development* and allocation of existing plant capacity shall be provided under a *development* agreement. Where such allocation of existing plant capacity is not available, the *development*, or phase of *development*, shall not be permitted to advance to Stage 1, and *development* shall not proceed.

The Town shall have regard to competing demands for servicing capacity and proposed schedules of build out when considering the commitment of plant capacity, with particular regard for appropriate servicing limitations related to phases of large *developments*. The allocation of existing plant capacity for Stage 1 lands shall generally be restricted to *development* phases of approximately 100 units, where practical. The remaining *development* potential for the lands may be placed in a deferred *development* or holding category in the Zoning By-law, and reservation from the design capacity may also be deferred for some future *development* phases where further detailed *development* approvals are required. Once the current phase of *development* has been substantially completed, a subsequent phase may advance to Stage 1, subject to the availability of existing plant capacity at that time, the payment of applicable *development* charges, rezoning for the removal of any holding symbol, and any other applicable requirements. In addition to *development* phasing, the commitment of plant capacity shall normally be subject to appropriate securities and time limitations.

It is recognized that larger phases of *development* may be necessary in some circumstances to facilitate proposed *development*, such as a single multiple residential building containing more than 100 units. Larger phases of *development* may also be considered necessary to help finance a municipal servicing project. Such larger phases shall only be permitted where smaller phases are not practical, and where the Town is satisfied that there will be no negative impact on the staging priorities for other existing and future *development*. In some cases, *development* approvals and the commitment of plant capacity may be more appropriately deferred for future *development* phases. The Town may refuse to approve large-scale *development* proposals in excess of 500 units. Larger *development* proposals may be included under a Concept Plan with future *development* phases. Lots or blocks may also be established under plan of subdivision approvals, with future detailed plan of subdivision or other applicable *development* approvals to be required. The commitment of plant capacity may also be deferred for such lands, including appropriate zoning.

The design capacity reservation and plant capacity allocation limitations shall be recognized in the applicable *development* agreement, including any appropriate conditions for *development* phasing, advancement to Stage 1, zoning and any other relevant matters. Where plant capacity has been transferred, any related securities held by the Town shall also be released. Where payment of *development* charges has already been made, associated plant capacity for the affected lands shall be allocated.

D1.6 HOLDING AND DEFERRED DEVELOPMENT ZONES

Holding and deferred *development* zones shall be established under the implementing Zoning By-law to recognize the commitment of design capacity, with particular regard for the *development* phasing and servicing limitations identified under this Plan. Appropriate zones shall also recognize the municipal staging priorities and categories, as further provided under this Plan. Advancement to Stage 1 and the allocation of existing plant capacity under *development* agreement shall be a condition of any rezoning.

All lots or blocks within a plan of subdivision or condominium shall generally be placed in a Holding (H) zone under the implementing Zoning By-law until such time as all necessary approvals for *development* have been obtained, existing plant capacity allocation is available, and all other matters required by the Town have been satisfied.

Where lots or blocks for future *development* are proposed under a Concept Plan or included under a plan of subdivision, and approved on the basis that design capacity is not yet available or that further detailed *development* approvals are required, such lands shall be placed in a Deferred Development or other appropriate zone under the implementing Zoning By-law.

D2 TRANSPORTATION

D2.1 OBJECTIVES

It is the objective of this Plan to:

- facilitate the safe and efficient movement of people and goods within the Town's communities and to and from adjacent municipalities;
- establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking and cycling, public transit and automobiles.
- promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;
- protect transportation corridors to facilitate the *development* of a transportation system that is *compatible* with and supportive of existing and future land uses;
- ensure that new roads are constructed safely, designed in a grid-oriented street network to help distribute car and truck traffic evenly

and provide access for the future operation of an efficient public transit system;

- ensure that appropriate right-of-way widths for all existing and proposed roads are provided;
- encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,
- restrict development on private roads.

D2.2 ROADS IN THE TOWN

The responsibility for approving an entrance onto a public road in the Town depends on which of the three levels of government (Town, County or Province) maintains the road. The types of roads described in this section of the Plan are shown on Schedules B-1 and B-2. New roads and re-constructed roads under the Town’s jurisdiction shall be developed to comply with the classification, function and general design requirements outlined in Table 1 – Function of Transportation Facilities. An Official Plan Amendment is required to change the classification of a road on Schedules B-1 and B-2.

Table 1 – Function of Transportation Facilities		
Type of Facility	Function	General Design Guidelines
Highway 26 and connecting links	<ul style="list-style-type: none"> • Serve mainly inter-regional travel demands • Accommodate truck traffic • Accommodate rapid transit services and high occupancy vehicle lanes • Carry high volumes of traffic • Connect urban areas or nodes in different municipalities • Significant scenic corridor 	<ul style="list-style-type: none"> • Right-of-way width up to 50 m • Access is restricted (under the jurisdiction of MTO) • Transit-supportive land uses to be encouraged along right-of-way within urban areas • Adjacent development will be subject to the minimum safety and geometric requirements of MTO. MTO permits required prior to any construction and/or grading being undertaken. • Adjacent development subject to minimum visual buffering requirements

Table 1 – Function of Transportation Facilities		
Type of Facility	Function	General Design Guidelines
County Roads	<ul style="list-style-type: none"> • Serve mainly inter-regional and regional travel demands • Accommodate truck traffic • Carry high volumes of traffic • Connect urban areas or nodes in different municipalities 	<ul style="list-style-type: none"> • Right-of-way width up to 30 m • For County Roads outside of settlement areas (as defined by the County Official Plan), on-street parking is not permitted • For County Roads outside of settlement areas (as defined by the County Official Plan), access is restricted with access points consolidated where possible
Major Collector Roads	<ul style="list-style-type: none"> • Connect neighbourhoods • Distribute traffic to and from County Roads • Provide access to adjacent land uses 	<ul style="list-style-type: none"> • Right-of-way width up to 26 m and 30 m with on-street parking • On-street parking generally permitted • Access is restricted with access points consolidated where possible
Minor Collector Roads	<ul style="list-style-type: none"> • Connect neighbourhoods • Distribute traffic to and from County Roads • Provide access to adjacent land uses 	<ul style="list-style-type: none"> • Right-of-way width up to 26 m • 2 travel lanes • On-street parking generally permitted • Access is partially controlled
Local Roads	<ul style="list-style-type: none"> • Connect individual properties to collectors and arterials • Carry comparatively low volumes of traffic 	<ul style="list-style-type: none"> • Right-of-way width up to 20 m and 23 m for rural cross-sections • 2 travel lanes • Convenient linkages to collector roads • Parking in rural areas is generally restricted • Parking in urban areas may be allowed on both sides depending on pavement widths • Access control not required

Table 1 – Function of Transportation Facilities		
Type of Facility	Function	General Design Guidelines
Local Heritage Roads	<ul style="list-style-type: none"> • Serves mainly low volume local traffic • Recognizes those roads where the historic method of construction, terrain and local environment may be considered to be below modern road geometric standards • Includes historic routes/roads and cottage roads 	<ul style="list-style-type: none"> • Right of way width up to 20 m • Up to 2 travel lanes • Area specific construction standard to be used • Limited opportunity for road improvements
Seasonal Roads	<ul style="list-style-type: none"> • Under the jurisdiction of the Town providing access to adjacent lands • These roads will not be maintained during the winter season 	<ul style="list-style-type: none"> • Right of way width up to 20 m • Up to 2 travel lanes • Area specific construction standard to be used • Limited opportunity for road improvements
Private Roads	<ul style="list-style-type: none"> • Historic laneways and shared driveways that may or may not be owned or assumed by the Municipality • Condominium roads established under the Condominium act 	<ul style="list-style-type: none"> • Area specific construction standard to be used • All condominium roads shall be designed and built wide enough to accommodate emergency vehicles, and parking of vehicles on one side of the road.
<ul style="list-style-type: none"> • *Right-of-way widths in some cases may need to be wider to accommodate design features, intersection improvements including extra turning lanes and traffic control devices, sight triangles, drainage culverts, bridges and underpass construction, cuts, fills, noise walls, turning lanes, bike paths, and utilities etc. Final right-of-way requirements along roads will be determined through functional designs and subdivision approvals. 		

As a condition of development or redevelopment, the Town may require that lands, to the extent of the road rights-of-way widths specified in Table 1, to be dedicated free of costs to the appropriate authority having jurisdiction. Additional lands in excess of the typical rights-of-way widths may also be required to be conveyed for works related to but not limited to extensive cut/fill operations, improvements to pavements, intersections,

bridges, sight triangles, railway crossings, drainage and buffering measures.

D2.3 RESTRICTIONS ON CERTAIN TYPES OF ROADS

D2.3.1 **Local Heritage Roads, Private Roads, Unopened Road Allowances and Unassumed Roads**

The creation of new lots on roads identified as local heritage roads, private roads, unopened road allowances, or unassumed roads is not permitted. Exceptions may be considered with respect to local heritage roads and private roads. The creation of new lots on local heritage roads may be considered where it can be demonstrated that the proposed *development* will maintain the intended function and design of the local heritage roads. The creation of new lots on private roads may be considered where *development* is proposed by way of Plan of Condominium where multiple accesses over condominium blocks are required to access other condominium blocks or where there was an agreement regarding the use of the road registered on title at the time of approval of this Plan.

All lots that front on these private roads shall be subject to Site Plan Control and be subject to a Holding Provision in the implementing Zoning By-law that may prohibit the *development* of a dwelling and significant enlargements, renovations or additions to a dwelling unit that existed on the date the implementing Zoning By-law is passed by *Council* until the occupant satisfies the requirements in Section D.2.3.3. Once these requirements are satisfied, the Holding Provision shall be lifted by Council.

The construction or *development* of new private roads or extensions to existing private roads shall not be permitted unless the private road is in a Plan of Condominium. New rights-of-way, in the form of private driveways, may be granted by Council for access only to parcels that are presently land locked and which are the site of a residential use on the date the implementing by-law is passed. All proposed rights-of-way for existing land locked parcels must be developed from an existing maintained public road and is of a standard acceptable to the Town.

If the Town is to assume any private road, it must be brought up to municipal standards. The cost of bringing such a road up to municipal standards shall not be borne by the Town.

D2.3.2 **Seasonal Roads**

The creation of new lots on roads identified as seasonal roads is prohibited.

D2.3.3 Conditions under which Holding Provision will be Removed

The following criteria have to be satisfied before *Council* will remove a Holding Provision applying to lots that are subject to Section D2.3.1:

- a) The use on the lot must be permitted by the implementing Zoning By-law.
- b) The lot and all buildings and structures on the lot shall comply with the implementing Zoning By-law.
- c) The appropriate approvals are obtained for sewage disposal and a potable water supply is available.
- d) The property owner, at their own expense, enters into a Site Plan Agreement with the Town that indicates that:
 - i) the owner acknowledges and agrees that the lot in question does not front on an improved public road;
 - ii) the owner acknowledges and agrees that the Town does not or is not required to maintain or snowplow the said road or street;
 - iii) the owner acknowledges and agrees that the Town will not take over or assume an unopened, unassumed or private road or street as a Town public road or street unless it has been built according to municipal standards then in force;
 - iv) the owner acknowledges and agrees that the Town is not liable for any injuries, losses or damages as a consequence of the Town issuing a building permit; and,
 - v) the Site Plan Agreement shall, at the expense of the owner, be registered against the lands.

D2.4 TRAFFIC IMPACT STUDIES / ROAD ASSESSMENTS

Traffic impact studies or road assessments may be required by the Province, the County and/or the Town to support a development application. The intent of such studies is to ensure that the proposed development can be designed and sited to ensure that the impacts of the development on the adjacent road network are addressed.

D2.5 ACTIVE TRANSPORTATION

Active transportation (walking and cycling) is an important component of building active communities and reducing dependence on single occupant vehicles. In order to plan for and encourage walking and cycling, *Council*

shall:

- a) promote a connected, safe and well designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town;
- b) support the provision of safe and convenient cycling and walking routes in the review of all *development* applications;
- c) recognize the Georgian Trail as a major active transportation corridor through the Town, providing a connecting link between Collingwood and Meaford;
- d) prioritize the maintenance and alignment of the Georgian Trail along the former CN rail line;
- e) require the provision of sidewalks in settlement areas and hamlets, where appropriate;
- f) encourage mixed-use and pedestrian-oriented neighbourhood design that supports connections between land use and transportation *infrastructure*;
- g) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
- h) encourage and support measures which will provide for barrier-free design of pedestrian facilities;
- i) support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc.;
- j) ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads;
- k) encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, and can include shower facilities and lockers at major employers, appropriate pedestrian and cyclist signaling, and water fountains and benches along trail networks;
- l) ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes;
- m) ensure that all pedestrian and cycling routes are designed to be safe; and,

- n) consider implementation of these policies through community design guidelines, zoning, street design manuals, etc.

D2.6 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) promotes a more efficient use of transportation infrastructure in order to discourage the use of personal automobiles and promote alternative forms of transportation such as transit, walking and cycling. In support of TDM, Council shall:

- a) promote and support initiatives to support the objectives of reducing private vehicle trips, reassigning trips, reducing peak period trips and increasing vehicle occupancy;
- b) consider the formation of a comprehensive TDM Strategy to achieve the objectives set out in subsection (a);
- c) promote alternative modes of transportation; and,
- d) include TDM in the secondary plan review and *development* review processes.

D3 CULTURAL HERITAGE

D3.1 OBJECTIVES

It is the intent of this Plan to:

- recognize that the maintenance of the Town's heritage resources will contribute to the preservation of the Town's *character*.
- encourage the establishment of and seek the advice of a Municipal Heritage Advisory Committee when making decisions regarding the conservation of *cultural heritage resources* in the Town.

D3.2 GENERAL POLICIES

D3.2.1 Cultural Heritage Master Plan

In order to implement the objectives of this Official Plan, *Council* may consider the preparation of a Cultural Heritage Master Plan (CHMP) in the future. Such a Master Plan would survey, inventory, examine and study the Town's *cultural heritage resources*. The intent of the CHMP is to make recommendations on how the *cultural heritage resources* of the Town should be *enhanced* and protected in accordance with the goals and objectives of this Plan. In addition, the CHMP shall make recommendations on:

- a) the need for the preparation of a *Heritage Conservation District Plan* in accordance with the Ontario Heritage Act and as described in this section of the Plan; and,
- b) the need for area-specific Official Plan policies and/or Zoning By-law regulations for cultural heritage areas.

The appropriate Aboriginal Communities shall be provided notification with regard to the identification of burial sites and *significant archaeological resources* relating to the activities of their ancestors.

D3.2.2 Cultural Heritage Impact Statements

Council may require the submission of a Cultural Heritage Impact Statement (CHIS) to support an application for *development* if the affected lands are the site of an identified cultural heritage resource or are located in close proximity to an identified cultural heritage resource. The intent of the CHIS is to determine what impacts the *development* will have on the resource and whether the application for *development* will conform to the goals, objectives and policies of this Plan and if applicable, the Cultural Heritage Master Plan (CHMP) described in Section D3.2.1 of this Plan.

The CHIS shall be in the form of a report undertaken by a qualified professional with expertise in heritage studies, and contain a description of:

- a) the proposed *development*;
- b) the cultural heritage resource(s) to be affected by the *development*;
- c) the effects upon the cultural heritage resource(s) by the proposed *development*;
- d) the measures necessary to mitigate the *adverse effects* of the *development* upon the cultural heritage resource(s);
- e) how the proposed *development* will relate, in terms of height, bulk, massing and presence with identified heritage buildings on the property and in the area; and,
- f) how the policies of the CHMP have been incorporated or satisfied, where one has been prepared.

Prior to considering a *development* that requires the preparation of a CHIS, *Council* shall be satisfied that the *development* will conform to the

goals and objectives of this section and will be *compatible*, in terms of height, massing, bulk and scale with adjacent *development*.

D3.2.3 Public Works

Public authorities have the ability to make decisions affecting the public realm that can have a positive impact on *cultural heritage resources*. On this basis, the carrying out of any public work by any Public Authority shall have regard to the retention and protection of identified *cultural heritage resources* in accordance with the goals and objectives of this Plan and the CHMP.

D3.2.4 Mitigation of Impacts on Cultural Heritage Resources

Council may impose as a condition of any *development* approval the retention and conservation of *cultural heritage resources* identified in a CHIS or the CHMP, or the implementation of appropriate mitigation measures, to minimize the impact of the *development* on the cultural heritage resource.

D3.2.5 Restoration and/or Rehabilitation of Identified Cultural Heritage Resources

It is the intent of this Plan to encourage the restoration or rehabilitation of identified cultural heritage resources by assisting with funding applications, establishing grant programs and creating special taxation districts. Council may also encourage the restoration and retention of heritage properties through means permitted by the Planning Act. Council may lead by example by restoring, rehabilitating, enhancing and maintaining municipally owned cultural heritage resources, through appropriate heritage stewardship practices. Council may also develop more specific policies to facilitate the protection, maintenance or enhancement of cultural heritage resources. This can be examined through the Cultural Heritage Master Plan.

D3.2.6 Pioneer Heritage Cemeteries

Council shall discourage the closure and relocation of pioneer cemeteries since they contribute to the *character* of the Town and are an excellent representation of the Town's history and identity.

D3.3 BUILT HERITAGE AND CULTURAL LANDSCAPE RESOURCES

D3.3.1 Built Heritage Inventory

An inventory of *built heritage resources* within the Town shall be maintained. Inventoried heritage resources may be considered for

designation under the Ontario Heritage Act and/or conservation through the review of any proposed *development*, subject to all relevant legislation. The inventory may be included within the CHMP described in this Plan.

D3.3.2 Cultural Heritage Landscape Inventory

In July 2009, the Town released a *Cultural Heritage Landscape Assessment Report*, which provided an assessment of *cultural heritage landscapes* in the Town. *Council* may update or prepare additional inventories of *cultural heritage landscapes*. A *cultural heritage landscape* is a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community and is of significance to the understanding of the history of a people or place. Landscapes such as existing rural and agricultural areas, historic hamlets, and heritage roads will be identified in the inventory.

D3.3.3 Designation under the Ontario Heritage Act

Council may by-law designate *cultural heritage resources*, such as individual properties and conservation districts pursuant to the Ontario Heritage Act and the policies of this section. Prior to the passage of such a by-law, *Council* shall be satisfied that:

- a) the building or property is strongly associated with the life of a person who played an integral role in the *development* of the Town and/or is well-known locally, nationally or internationally;
- b) the building or property is the location of, or is associated in a *significant* way, with a *significant* local, national or international event;
- c) the building has an architectural style that is distinctive and representative of a period of history and/or is the work of a recognized architect;
- d) the building or property is considered to be an easily recognizable landmark in the Town and contributes to the *character* of the community; or,
- e) the neighbourhood contains a collection of buildings and properties described in Sections a), b), c) and d) above and which collectively contribute to the *character* of the Town.

D3.3.4 Heritage Conservation Districts

Where merited by the concentration and significance of *cultural heritage resources*, *Council* may consider the establishment of a *Heritage Conservation District* to conserve an area's heritage *character*.

Prior to designating a *Heritage Conservation District* pursuant to the Ontario Heritage Act, *Council* will:

- a) pass a by-law to define an area to be examined for future designation;
- b) prepare and adopt a *Heritage Conservation District Plan*; and,
- c) establish a Heritage Conservation District Committee to advise *Council* on matters pertaining to the designated district.

Within designated *Heritage Conservation Districts*, property owners, in consultation with the appropriate Heritage Conservation District Committee, will be encouraged to maintain and repair heritage buildings and seek government grants and loans, where applicable, for eligible conservation work.

D3.3.5 Contents of Heritage Conservation District Plan

The general principles pertaining to *Heritage Conservation Districts* will be outlined in a *Heritage Conservation District Plan*. The *Heritage Conservation District Plan* will:

- a) delineate boundaries of the designated area and reasons for the designation;
- b) inventory *cultural heritage resources*;
- c) prescribe policies, conservation and design guidelines, and other pertinent material relating to the sound and prudent management of the district's unique *character*;
- d) be adopted by *Council* after consultation with affected property owners and other interested agencies as considered appropriate; and,
- e) be implemented by municipal review of heritage permit applications for changes and alterations to individual buildings and structures within the designated district.

In reviewing proposals for the construction, demolition or removal of buildings or structures, or the alteration of buildings within a *Heritage Conservation District*, *Council* shall be guided by the applicable *Heritage Conservation District Plan*.

D3.3.6 Area-Specific Official Plan Policy and Zoning By-law Provisions

Council may, by Amendment to this Plan or incorporation into a Secondary Plan, include policies that are intended to provide guidance on how buildings and properties can be developed/redeveloped in an area where a concentration of *significant cultural heritage resources* in an area exists. The intent of the policies would be to conserve and *enhance* the cultural heritage of an area, in accordance with the goals and objectives of this Plan. These policies shall:

- a) describe the historical *development* context of the area;
- b) review the existence and significance of *cultural heritage resources* in the area;
- c) identify the conservation priorities for identified and defined *cultural heritage resources*;
- d) establish how *cultural heritage resources* should be considered through a *redevelopment* process; and,
- e) identify and describe the architectural design and streetscape guidelines that will guide *development* in a defined area.

The policies may be implemented in the implementing Zoning By-law through the creation of a heritage overlay zone or an area-specific heritage area zone, as appropriate.

D3.3.7 Retention/Relocation of Heritage Buildings

Council shall encourage the retention of buildings of architectural and/or historical significance in their original locations whenever possible. All options for on-site retention shall be considered before approval is given for relocation to another site. These options include: integration within new *development* areas, adaptive re-use of the building in its original location (e.g. use as a community centre within a residential subdivision), and relocation of the building on the *development* site.

D3.3.8 Prevention of Demolition of Built Heritage Structures

Pursuant to the *Ontario Heritage Act*, and as part of an overall strategy to conserve *built heritage resources*, *Council* may refuse to permit the demolition of heritage buildings or structures that have been designated under the *Ontario Heritage Act*.

D3.4 ARCHAEOLOGICAL RESOURCES

D3.4.1 Archaeological Assessment Requirements

Council recognizes that there are archaeological remnants of prehistoric and early historic habitation as well as archaeological potential areas within the Town. Archaeological sites and resources contained within these areas can be adversely affected by any future *development*.

Council shall therefore require archaeological impact assessments/reports and the preservation or excavation of *significant archaeological resources* in accordance with Provincial policies.

Archaeological impact assessments/reports by licensed archaeologists are to be in compliance with guidelines set out by the Ministry of Tourism, Culture and Sport, as well as licensing requirements referenced under the Ontario Heritage Act.

Council may conserve the integrity of *archaeological resources* by adopting zoning by-laws to prohibit land uses on sites where an identified *significant* archaeological heritage resource exists.

Archaeological Impact Assessments will be required in support of new plans of subdivision or condominium, where the development is being proposed on sites which have not already been significantly disturbed. Additional development applications may also require the preparation of an Archaeological Impact Assessments where recommended by the Town, the County, the Ministry of Culture, Tourism and Sport, or by Aboriginal Communities.

D3.4.2 Consultation with Aboriginal Communities

The appropriate Aboriginal Communities shall be provided notification with regard to the identification of burial sites and *significant archaeological resources* relating to the activities of their ancestors. Where Aboriginal Communities burials are discovered, consultation will occur with the nearest Aboriginal Community and the Aboriginal Community with the closest cultural affiliation, if that can be determined. It shall be a policy of this Plan that the Town will also endeavour to consult with Aboriginal Communities on Planning Act applications that will have the potential to infringe on aboriginal treaty rights and aboriginal interests.

D4 SUBDIVISION OF LAND

This section is intended to contain policies that are to be considered with every application to subdivide land in the Town. Regard shall also be had to the specific policies dealing with lot creation in each land use designation.

D4.1 PREFERRED MEANS OF LAND DIVISION

Land division by Plan of Subdivision, rather than by consent, shall generally be deemed necessary if:

- a) the extension of an existing public road or the *development* of a new public road is required to access the proposed lots; or,
- b) the area that is proposed to be developed is not considered to be infilling; or,
- c) a Plan of Subdivision is required to ensure that the entire land holding or area is developed in an orderly and efficient manner.

Creation of lots through part-lot control by-laws and deeming by-laws shall also be subject to these policies.

D4.2 NEW LOTS BY CONSENT

D4.2.1 General Criteria

Prior to considering an application to create a new lot for any purpose, the Town shall be satisfied that the proposed lot:

- a) fronts on and will be directly accessed by a public road that is maintained on a year-round basis;
- b) will not cause a traffic hazard as a result of its location on a curve or a hill;
- c) can be serviced with an appropriate water supply and means of sewage disposal;
- d) will not have a negative impact on the drainage patterns in the area;
- e) will not affect the developability of the remainder of the lands, if they are designated for *development* by this Plan; and,
- f) will not have a negative impact on the features and functions of any environmentally sensitive feature in the area and lot lines should avoid bisecting environmental features.

D4.2.2 Boundary Adjustments

A consent may be permitted for the purpose of correcting conveyances, enlarging existing lots or through acquisition by a public body, provided no new building lot is created. In reviewing an application for such a boundary adjustment, Council shall be satisfied that the boundary

adjustment will not affect the viability of the use of the properties affected as intended by this Plan. In addition, Council shall be satisfied that the boundary adjustment will not affect the viability of the agricultural parcels affected.

D4.2.3 Lots for Utilities

The creation of new lots for public utilities, communication utilities and water and sewer *infrastructure* may be permitted, provided:

- a) the area of the proposed lot is minimized and reflects what is required for the use; and,
- b) the implementing Zoning By-law, as a condition of Provisional Consent, only permits uses that are related to the utility on the lot.

D4.2.4 New Lots for Public Purposes

New lots may be created for acquisition by a public or quasi-public body.

D4.3 SUBDIVISION DEVELOPMENT POLICIES

This section is intended to contain general Plan of Subdivision policies that are to be considered with every application for Plan of Subdivision. Regard should also be had to the specific policies dealing with lot creation in each land use designation.

Applicants are required to pre-consult with the approval authority prior to submitting an application.

Prior to the consideration of an application for Plan of Subdivision, *Council* shall be satisfied that:

- a) the approval of the *development* is not premature and is in the public interest;
- b) the lands will be appropriately serviced with *infrastructure*, schools, parkland and open space, community facilities and other amenities, as required;
- c) the density of the *development* is appropriate for the area;
- d) the subdivision, when developed, will be easily integrated with other *development* in the area;
- e) all development by plan of subdivision shall be consistent with Section D5 of this Plan;
- f) the subdivision conforms with the environmental protection and

management policies of this Plan; and,

- g) the proposal conforms to Section 51 (24) of the Planning Act, as amended.

Prior to the registration of any Plan of Subdivision, a Subdivision Agreement between the landowner and the Town will be required.

D5 COMMUNITY DESIGN

D5.1 OBJECTIVES

It is anticipated that the Town's population and the range of services offered will continue to grow over the planning period. This growth will occur within the existing built-up area through *redevelopment* and *intensification* and in new *greenfield* areas. In order to ensure that the community areas evolve in a manner that *enhances* the quality and vibrancy of life of the current and future inhabitants of the Town, it is the desire of *Council* to create and encourage a high quality of built form. On this basis, it is the intent of this Plan to:

- a) improve the aesthetic quality of the Town's built form, and promote *development* which is based on good design principles and standards that reflect the goals, objectives, and policies of this Plan;
- b) *enhance* the unique *character* of the Town's community areas by encouraging high quality design that is complementary and *compatible* with existing *development*, the Town's cultural and natural heritage, and which fosters a strong sense of civic identity and pride;
- c) *enhance gateways* into the community areas, strengthen the Thornbury and Clarksburg downtown communities, refine *development* in, and connections to, Georgian Bay and the Niagara Escarpment, and revitalize the Highway 26 corridor;
- d) ensure high quality design is employed in the *development* of all public works and that these public works contribute to an improved community environment;
- e) exercise municipal *development* control in order to achieve a consistently high quality of site, building and landscape design; and,
- f) ensure the safety and security of public and publicly accessible places through community design.

D5.2 DESIGN POLICIES

All relevant municipal *development* controls will be considered in order to achieve a consistently high standard of site, building and landscape design. The community design policies of this Plan are to be implemented by:

- a) ensuring that the implementing Zoning By-law is regularly reviewed and amended to include standards that reflect the objectives and policies of this Plan;
- b) ensuring that the design guidelines contained in the Blue Mountains Community Design Guidelines are consulted as a guidance tool;
- c) ensuring that the Town's engineering standards are regularly refined to reflect the objectives and policies of this Plan and any Council-adopted Community Design Guidelines;
- d) ensuring that the Town's Site Plan Manual sets out the minimum requirements of the Town in a clear and concise manner;
- e) ensuring that all Public Works decisions generally conform with this Plan and Town approved Community Design Guidelines; and,
- f) utilizing architectural control in new development areas, where appropriate, to detail proposed building designs and materials, and in order to avoid repetitive building forms along residential subdivision streets.

All *development* applications shall be evaluated to determine the extent to which the application respects the Community Design policies of this Plan and the relevant *Council* adopted Community Design Guidelines.

D5.3 COMMUNITY GATEWAYS

Community *Gateways*, as identified on the Community Structure Plan and Schedules B-1 and B-2 of this Plan, are intended to achieve a sense of entrance and arrival to the Town and neighbourhoods through built form, building design and landscaping. It is a policy of this Plan to plan and design Community *Gateways* to:

- a) encourage a high quality design in the built form which is distinctive and which contributes to the identity of the particular *Gateway*;
- b) orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape;

- c) locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.
- d) use one style of *gateway* feature for the overall system in commercial areas that allows all to read as Town-wide system, but which accommodates the uniqueness of each commercial area through special design elements;
- e) use local materials for *gateway* features that reflect the *character* of the area;
- f) emphasize *gateway* features with surrounding planting material that is native, non-invasive, low maintenance, salt tolerant, and suited to the soil conditions;
- g) design *gateway* features with materials and elements that ensure they are durable and easily maintained;
- h) use simple and universally readable lettering for any signage that is part of a *gateway* feature; and,
- i) consider energy-efficient forms of lighting to highlight the *gateway* features at night.

D5.4 HIGHWAY 26 CORRIDOR

Highway 26 is recognized as a significant scenic corridor through the municipality with views and vistas of Georgian Bay and the Niagara Escarpment. As such it is a policy of this Plan that the scenic values of this corridor be protected and enhanced. Buffer strips shall generally be required for new development along Highway 26 excluding the Thornbury connecting link and Craigleith Village Area. Buffers shall generally be 10 metres in width and subject to an approved landscape plan to ensure adequate visual screening. The Town shall also undertake to complete a Highway 26 Corridor Streetscape Study to further refine the development policies along Highway 26.

D5.5 VIEWS AND VISTAS

- a) The preservation, enhancement and/or creation of *significant* views and vistas shall be encouraged as part of comprehensive planning studies, such as Secondary Plans and during the review of *development* applications. Examples of significant views include the Niagara Escarpment, Nipissing Ridge, waterfront areas, the Downtowns, important public or historic buildings and natural heritage features and open space.
- b) Public and institutional buildings shall be encouraged to locate at:

- i) the termination of a street or view corridor;
- ii) street intersections

D5.6 RURAL CHARACTER

It is the intent of Council to only permit *development* outside of Settlement Areas and Hamlet Areas that is compatible with the character, role and function of the rural landscape since the existing character of the rural area greatly contributes to the quality of life enjoyed by the Town's residents. The rolling hills and undulating topography, the rivers and streams and the open and natural setting of the rural landscape are all components that define this character. It is the intent of this Plan to protect the natural and rural character of the rural landscape in accordance with the policies of this Plan.

On this basis, Council shall ensure, as a condition of any *Planning Act* approval for development located outside of Settlement Areas and Hamlet Areas that:

- a) uses be designed to blend in with the existing topography and vegetation;
- b) existing trees are maintained wherever possible;
- c) new buildings on farm properties are sited in existing building clusters wherever possible;
- d) all signage, if required, reflects the rural and natural character of the area;
- e) all lighting, if required, is subdued and appropriate for the use; and,
- f) existing buildings, structures, barns and other agricultural buildings are upgraded and/or restored wherever possible.

D5.7 CULTURAL HERITAGE

Development shall be designed to incorporate, conserve and *enhance* identified heritage resources as distinct elements and/or focal points, and incorporate these features into the overall site and building design in accordance with Section D3.

D5.8 SAFETY

Personal safety for individuals for new *development* shall be promoted including the provision of:

- a) Appropriate lighting, visibility and opportunities for public surveillance for parking lots, walkways, parking garages and open space area;
- b) Unobstructed views into parks and open spaces from adjoining streets;
- c) Design and siting of new buildings shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open space.
- d) Views into and out of publicly accessible buildings shall be encouraged;
- e) Landscaping that maintains views for safety and surveillance; and,
- f) Clear and appropriately located signage.

D5.9 BARRIER-FREE ACCESS

The Town supports improving accessibility for all people and therefore, it is a policy of the Town to ensure through the review of *development* applications that:

- a) Barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Such barrier-free access features may include level surfaces, ramps and curb cuts, railings, automatic door openers and rest areas;
- b) Barrier free features shall be integrated with the functional and design components of the site and/or buildings; and,
- c) The private sector be encouraged to be proactive in modifying existing private buildings and facilities to improve accessibility.

D5.10 ARTS AND CULTURE

The Town recognizes the contributions art and culture make to the vibrancy, attractiveness and economic viability of our communities. Thriving and visible local arts and culture also help to define the identity of our community, help revitalize neighbourhoods (economically and socially) and create a legacy.

It is a policy of this Plan that *Council* will:

- a) Promote an environment where arts, culture and creativity can thrive;

- b) Encourage public art throughout the Town in prominent public locations where appropriate, which fosters community identity by interpreting local history, traditions and culture;
- c) Encourage the inclusion of public art on properties under the jurisdiction of the Town, its agencies and boards and other levels of government;
- d) Ensure that the design and placement of public art on public and private properties is consistent with the Community Design Policies of this Plan; and,
- e) Encourage arts and cultural facilities in the Town and the use of open public areas for festivals and community gathering events.

D6 PUBLIC PARKLAND AND OPEN SPACE

D6.1 OBJECTIVES

It is the objective of this Plan to:

- a) establish and maintain a system of public open space and parkland areas that meets the needs of present and future residents;
- b) *enhance* existing parkland areas wherever possible to respond to changing public needs and preferences;
- c) ensure that appropriate amounts and types of parkland, and land along the shoreline and for access thereto, are acquired by the Town through the *development* process;
- d) encourage the dedication and donation of environmentally sensitive lands into public ownership to ensure their continued protection;
- e) protect and *enhance* the public open space and parkland areas in a manner that is consistent with the environmental objectives of this Official Plan;
- f) promote the establishment of a continuous linear open space system connecting natural, cultural and recreational land uses within the Town and to surrounding municipalities;
- g) coordinate with other public and private agencies in the provision of open space, recreational and cultural facilities;

- h) encourage the *development* of a walking and cycling trail system within the open space system that is accessible to the public utilizing trails, paths, streets and other public open spaces; and,
- i) ensuring that the services, infrastructure and facilities required to support these uses are in place.

D6.2 GENERAL POLICIES APPLYING TO ALL PUBLIC PARKLAND

D6.2.1 Leisure Activities Plan

The Leisure Activities Plan (LAP) adopted by *Council* in 2006 informed the policies in this section of the Plan. The LAP is intended to enable the Town to effectively deliver leisure services for its residents and visitors. The LAP shall be updated, as required, to respond to changing needs and circumstances.

D6.2.2 Overall Public Parkland Standard

Council shall encourage the provision of public parkland to achieve a minimum ratio of 1.2 hectares of local parkland per 1,000 residents (permanent and seasonal) and 2.5 hectares of non-local parkland per 1,000 residents (permanent and seasonal). Specific requirements respecting local and non-local parkland are set out in Section D6.3.

D6.2.3 Integration of Other Public Uses with the Public Parkland System

Where a public parkland area is to be integrated with an educational or major recreational facility, it is the intent of this Plan that the two uses complement each other by ensuring that there are no physical barriers between the uses.

D6.2.4 Other Sources of Parkland and Facilities

Where appropriate, *Council* may:

- a) encourage other agencies to provide open space and *amenity areas* for *public use*;
- b) enter into joint use/management agreements respecting the *development* of specific recreational facilities that are available to the general public;
- c) provide linkages between municipal open space areas and the facilities provided by other agencies or private organizations;
- d) ensure the adequate provision of private indoor/outdoor amenity spaces through regulations pertaining to *development* applications; and,

- e) accept treed lands, particularly those within *Hazard Lands* and along the Niagara Escarpment and the Nipissing Ridge, to maintain the visual quality of the resort area but shall not be considered a parkland dedication under the Planning Act.

D6.2.5 Dedication of Land through the Development Process

As a condition of approval of development or redevelopment of land, the Town shall require the dedication of land for park or other public recreational purposes in accordance with the Planning Act. The amount of land required and/or the cash-in-lieu component shall be determined by the Town in accordance with the statutory requirements and the following criteria:

- a) For residential purposes: an amount not exceeding 5% of the land being developed or 1 hectare per 300 dwelling units, whichever is greater;
- b) For commercial or industrial purposes: an amount not exceeding 2% of the land being developed.

The Town may accept cash in lieu of land as an alternative for any park dedication required by this Plan. Such cash in lieu payments shall be based on the provisions of the Planning Act.

All lands dedicated to the Town shall be conveyed in a physical condition satisfactory to the Town.

Lands within the *Hazard Lands* designation and/or which have been identified as *hazard lands* shall not be considered as part of the required minimum dedication of parkland pursuant to this section of the Plan.

D6.2.6 Use of Monies Received Through the Cash-in-Lieu Process

All monies received under the provisions of Section D6.2.5 shall be used for the sole purpose of developing and acquiring public parkland and/or developing recreational facilities in accordance with the *Planning Act*. These monies may be used by *Council* for the:

- a) acquisition of land for park purposes;
- b) acquisition of additional land to expand existing parks where appropriate;
- c) acquisition of vacant infill sites to create new small parks;
- d) acquisition of redundant properties owned by public agencies;

- e) improvement of park design and *development* within existing parks; and/or,
- f) establishing priorities for acquisition through *Council* approval of updated Recreation Master Plans.

D6.2.7 Parkland Dedication By-law

Council shall enact a Parkland Dedication By-law that establishes:

- a) the lands to which the by-law is applicable;
- b) the rate of parkland dedication in accordance with this Plan;
- c) the *development* applications which are subject to parkland dedication requirements; and
- d) land uses, which are exempt from parkland dedication requirements.

D6.2.8 Lands Not Accepted

Lands, which may be conveyed to the Town that shall not be considered part of the required dedication for parkland purposes, unless specified by the Town to be required as parkland dedication, include the following:

- a) lands designated as *Hazard Lands*;
- b) lands, which comprise part of any required open space component;
- c) walkways which are provided as part of the overall subdivision or site plan approval;
- d) lands which are required for other municipal *infrastructure* purposes, including roads, service lines and stormwater management facilities; and,
- e) lands which are otherwise conveyed to the Town, whether used for *recreation* purposes or not.

D6.3 PARKLAND DEVELOPMENT POLICIES

D6.3.1 Parkland Siting and Design

It is the intent of this Plan that all public parkland:

- a) have as much street frontage as possible and be open to view on as many sides as possible to maximize visibility from adjacent streets and promote safety;

- b) maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;
- c) have direct and safe pedestrian access from adjacent residential areas or adjacent greenlands where appropriate;
- d) be designed to minimize any potential *negative impacts* on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;
- e) incorporate natural heritage features wherever possible into the design of the parkland;
- f) be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features;
- g) be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems; and,
- h) incorporate multi-purpose community/recreational centers using the campus approach that may include schools, public, cultural facilities, libraries, *cultural heritage resources*, day nurseries and recreational facilities.

D6.3.2 Parkland Classification System

There are two types of public parkland in the Town. The Local Parkland classification applies to lands that are intended to be used by residents in the immediate area. The Non-Local Parkland classification applies to lands that are intended to be utilized on a community wide or Town basis. Policies for both types of parkland are contained within this section of the Plan.

D6.3.3 Local Parkland

Local Parkland is intended to fulfill the needs and interests of residents in the surrounding residential area. The major components of Local Parkland include:

- a) Parkettes; and,
- b) Neighbourhood Parks

Parkettes and Neighbourhood Parks are a permitted use in the Community Living Area designation and do not require a separate land use designation. New Secondary Plans shall conceptually delineate the

location of Local Parkland. *Council* will encourage the provision of Local Parkland at a ratio of 1.2 hectares per 1,000 residents (permanent and seasonal). *Council* recognizes that factors, such as the amount and location of available vacant land, the proximity of lands within the natural heritage system and the location of schools, places of worship and Non-local Parkland may influence the amount and location of Local Parkland provided in each area of the Town.

It is the intent of the Plan that small, local municipal parklands shall not be encouraged as part of the overall design of subdivision *development* within the resort areas of Town and that the required parkland dedication for smaller parcels shall generally be encouraged as a cash-in-lieu provision.

D6.3.3.1 Parkettes

Parkettes shall:

- a) generally service lands within a 0.2 to 0.4 kilometre radius, depending on population density;
- b) generally range from 0.2 to 0.5 hectares in size;
- c) be required when site conditions or neighbourhood design restrict access to other Town facilities;
- d) be required for housing *developments* that provide smaller lots with reduced opportunities for *amenity areas*;
- e) be centrally located within the neighbourhood it is intended to serve; and,
- f) provide a range of opportunities for active and passive activities, particularly for young children and older adults seeking close to home activities.

D6.3.3.2 Neighbourhood Parks

Neighbourhood Parks shall:

- a) service the immediate neighbourhood, generally servicing lands within a 0.4 to 0.8 kilometre radius, depending on population density;
- b) generally range from 0.5 to 4.0 hectares in size;
- c) be comprised mostly of tableland and be configured to support their intended use;

- d) be centrally located within the neighbourhood or neighbourhoods it is intended to serve;
- e) have frontage on a Collector Road that is adequate for the provision of on-street parking and site visibility;
- f) be located adjacent to an elementary school, other community facilities where feasible, other open space lands or storm water detention areas to complement existing facilities and/or provide a neighbourhood focal point; and,
- g) where adjacent to an elementary school have complementary facilities such as sports fields, hard surface play areas and components, and play apparatus.

D6.3.4 Non-local Parkland

Non-local Parkland is intended to fulfill the needs and interests of all Town residents and visitors to the Town. The major components of Non-local Parkland include:

- a) Community Parks; and,
- b) Town Wide Parks.

Council will encourage the provision of Non-local Parkland at a ratio of 2.5 hectares per 1,000 residents (permanent and seasonal). *Council* will encourage the co-ordinated *development* of Non-local Parkland with schools and other major *institutional uses*, and natural heritage features that form part of the natural heritage system.

D6.3.4.1 Community Parks

Community Parks shall:

- a) generally service a settlement area, Secondary Plan Area or *Hamlet Area*;
- b) generally have a minimum site area of 4.0 hectares of primarily tableland;
- c) be located adjacent to a school or community facility such as a community centre, arena, pool or library where feasible, or other major open space lands to complement other neighbourhood facilities and provide a community focal point;
- d) have frontage on an County or Collector Road;

- e) where adjacent to a school, have complementary facilities such as major sports fields, hard surface play areas and other active park uses; and,
- f) be the site of primarily outdoor recreational uses with broader community facilities such as water play areas, gardens or special event staging areas with associated washrooms, pavilions or service areas.

D6.3.4.2 Town Wide Parks

Town Wide Parks shall:

- a) generally service the entire Town and visitors;
- b) generally have a minimum area of 6.0 hectares of primarily tableland;
- c) be located on an County Road or Provincial Highway;
- d) provide passive recreational areas (e.g. woodlots, natural areas and open space) and/or active recreational areas including major athletic facilities or standard sports fields, hard surface play areas, special event staging areas, and other major *recreation* facilities with associated play, water play, washrooms, pavilions or service areas; and,
- e) where appropriate, integrate public cemeteries and other complementary *public uses* and community facilities.

D6.3.5 Public Walkway Policies

It is intended that the municipality will continue to establish a system of public pathways designed to provide a practical recreational facility for walking, skiing and biking trails, and to facilitate pedestrian access between major recreational activities associated with the Niagara Escarpment and Nottawasaga Bay, and the major residential and commercial centres in the planning area. Particular attention is also to be given to the establishment of an open space walkway corridor along the Nipissing Ridge, with linkages to the Bruce and Georgian Trails. Such linkages shall be encouraged within the required open space component for *development*.

The primary linkages for the overall public walkway system are identified as Trails on Schedules B-1 and B-2. These primary linkages shall be provided for in the design of proposed new *development*, always ensuring that the general orientation of pedestrian access is maintained. The location of such linkages shown on Schedules B-1 and B-2 shall be

considered conceptual only, with some flexibility in subdivision and site plan design.

As a condition of new *development*, proponents shall provide for the dedication to the Town of new public pathways in accordance with the Town's engineering standards. It is noted that the pathways may vary from a simple foot path in wooded, low density areas to a higher capacity surfaced walkway in denser developed areas. Paved or concrete pathways shall generally be required for internal walkways within subdivision areas. Multi-functional pathway systems for walking, skiing and biking shall also be encouraged. In some cases, extra wide or dual pathway systems may be appropriate for such multi-functional purposes. The standard of construction shall be determined by the Town bearing in mind the anticipated user demand and *character* of the environment. Subdivision design shall incorporate an extensive network of open space public pathways, where appropriate, in addition to sidewalks along roadways. These open space pathways shall be considered part of the required municipal *infrastructure*, and shall not be considered part of any required parkland dedication.

This Plan encourages a co-ordinated effort between ski clubs and resorts and municipal and provincial bodies in establishing integrated hiking and nature trails to encourage summer recreational activity, as well as winter ski trails where appropriate.

The Town shall undertake the *development* of a Trails Master Plan to identify key trail *development* priorities and policies to effectively guide pedestrian trail network decision-making.

The location and design of pathways shall be guided by the following policies.

- a) The trails system shall be designed to provide a variety of trail types (eg. nature trails, soft surface, hard surface, on-road, boulevard, etc.) throughout the Town providing multiple options for trail users.
- b) The right-of-way shall generally be a minimum of 6 metres in width. Greater or lesser right-of-way width may be required based on the location, design and nature of the pathway.
- c) The location should be oriented towards treed areas and areas of frequent change in elevation or contour while avoiding steep, unstable slopes.
- d) Routes should be separated from roadways, where possible, but may substitute for sidewalks where paralleling the road allowance.
- e) A practical route should be provided for walking, skiing and biking, with appropriate separations wherever possible.

- f) Conflicts with adjacent uses should be minimized through appropriate setbacks and vegetative screening.
- g) Public open space walkways should be integrated with subdivision and golf course design, with pedestrian access to all lots or units, where possible.
- h) The trails system shall utilize abandoned railway lines, unopened municipal road allowances, easements and other means to establish a connected trails network.
- i) Bicycle lanes shall be provided in the construction or reconstruction of roads and bridges and links to recreational trails, wherever possible.

Pathways should not limit adjacent land uses including, but not limited to, normal farm practices, land stewardship, sustainable forest management, wildlife management and legal uses.

D6.3.6 Shoreline Acquisition and Access Policies

It shall be the policy of this Plan to expand both the number and areal extent of public access points to the shoreline of Nottawasaga Bay. This may be achieved by:

- a) the dedication of lands as a condition to the approval of the *development*,
- b) the acquisition of lands through purchase with funding from the Shoreline Reserve Fund, or other available sources;
- c) encouraging public agencies to make available lands for shoreline recreational activity or increase their present day use capacity; and,
- d) encouraging the Provincial Government through its agencies and programs to facilitate the acquisition and *development*, or redevelopment, of shoreline lands for public *recreation* purposes.

The objective of the shoreline acquisition and access policies of this Plan is to eventually create an appropriate number of public waterfront parks distributed along the length of the shoreline. Lands acquired should have sufficient size and depth so as to provide adequate access and parking. Acquisition of shoreline lands adjacent to existing public holdings shall be encouraged. Shoreline walkways shall be especially encouraged as part of the *development* of plans of subdivision. Particular regard shall be given to the acquisition of larger Proposed Park areas along the shoreline.

D6.3.7 Nipissing Ridge

It shall be the policy of this plan to recognize the Nipissing Ridge as a prominent geological feature formed by the first bluff of the Lake Nipissing Shorecliff. The Nipissing Ridge shall be considered a high priority for acquisition by the Town as a condition of development approval for open space, public walkways and linkages with parks.

Because of the unique nature of this feature, and the significance to the open landscape character, the Nipissing Ridge shall generally be protected, with a high priority given to the retention of these lands in their natural state, to be maintained as a continuous natural corridor, where possible. Development of limited permitted uses shall be under strict control, and subject to the requirements of Section C9 to this Plan.

Some limited golf course development and trails in association with the Nipissing Ridge may be considered, provided careful attention is given to ensure minimal visual and environmental disruption. Other uses permitted in the Hazard Lands designation shall generally be prohibited along the Nipissing Ridge, unless required for conservation purposes.

D.6.3.8 Bruce Trail

It is a policy of this Plan to support the integration and enhancement of the Bruce Trail. The location and design of the Bruce Trail shall take into consideration:

- a) the ownership and use of the land upon which the trail traverses;
- b) the mitigation of potential impacts; and
- c) the provisions of adequate parking to meet the needs of trail users.

D7 HOUSING

D7.1 MONITORING OF HOUSING

A monitoring program shall be established by the Town to:

- a) review historic housing production levels by location, type and tenure;
- b) identify the location and spatial distribution of the supply of vacant designated residential land within the Official Plan;
- c) identify the number of draft approved and vacant registered residential lots;
- d) identify the price of housing available on the market;

- e) describe the location, spatial distribution, the amount and pricing of housing available for rent;
- f) describe the type, location and spatial distribution of infill housing *development* that has occurred; and,
- g) identify how many *accessory apartments* have been legally created in accordance with this Plan.

The results of this monitoring program will be reported to *Council* on an annual basis and will be analyzed at the time of a five-year Official Plan review.

D7.2 HOUSING SUPPLY

It is a policy of this Plan to maintain a ten year supply of land through *residential intensification, redevelopment*, and if necessary lands *designated and available* for residential *development*, and a three year supply of land zoned for *residential intensification* and residential lots/units in registered and draft plan approved subdivisions within the context of the population target contained in this Plan.

D7.3 HOUSING MIX

It is the policy of this Plan to ensure the provision of a range of housing types in the Town's *settlement areas*.

New *development* that assists in achieving this housing mix shall be encouraged. In addition, Official Plan Amendment applications that propose the down-designation of sites from medium and high density housing shall be discouraged, since these sites will ultimately assist in achieving an appropriate balance of housing in the Town.

D8 SUSTAINABLE DEVELOPMENT

This section is intended to assist the Town in achieving and implementing it's sustainability vision, goals and objectives, as set out in the Blue Mountains Sustainable Path, by setting out specific policies related to sustainable *development* in the Town.

D8.1 GREEN DEVELOPMENT STANDARDS

Green development standards are intended to recognize the importance of and support sustainable site and building design in both the public and private realms. It is a policy of the Town to:

- a) develop green development standards, in consultation with the *development* industry, to ensure the sustainability goals and policies of this Plan are addressed through *development* applications;
- b) require all *development*, including all new municipal buildings and projects, to meet the minimum standards necessary to satisfy the applicable required elements outlined in the green development standards;
- c) ensure the green development standards include, but are not limited to, the following:
 - i) minimum standards for energy efficient building design to achieve reduced energy consumption and demand;
 - ii) minimum standards for water conservation in all buildings, and landscaping and maintenance;
 - iii) green building material requirements to promote durability and reduce the heat island effect;
 - iv) requirements for dark sky compliant practices for exterior lighting;
 - v) requirements for waste reduction, reuse and recycling in the construction process;
 - vi) requirements for the application of stormwater management at the site level to maximize infiltration and reduce phosphorus loading; and,
 - vii) recommendations and standards for the installation of on-site renewable energy generation and energy recovery, where practicable.

D8.2 TREE CANOPY

Supporting the protection and enhancement of tree canopies can contribute to improvements to air and water quality, reductions in greenhouse gases, the support of biodiversity, and enhancement of natural features and systems. It is a policy of the Town to:

- a) encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration, particularly through new *development* and on municipally-owned land;
- b) implement measures to protect, *enhance*, and expand the tree canopy, including but not limited to:
 - i) requiring tree planting in areas of extensive surface parking; and,
 - ii) promoting *development* that maximizes areas for tree planting.

- c) consider the establishment of a forest resource stewardship strategy and plan;
- d) require reimbursement, in the form of new trees or financial compensation, for all healthy trees proposed to be removed in *development* applications, based on the findings of a Tree Inventory and Preservation Plan; and,
- e) encourage tree planting by local residents and organizations, and educate residents about the benefits of planting trees on their property and the environmental impact of removing trees.

D8.3 URBAN AGRICULTURE

Urban agriculture involves growing, processing and/or distributing food in and around urban areas. Urban agriculture can contribute to a sustainable food supply close to markets, providing high quality and affordable product to communities. It is a policy of the Town to:

- a) promote the growing and sharing of a wide variety of local produce and preserved foods year-round;
- b) encourage the establishment of community gardens in any land use designation with the exception of lands designated Wetlands or Hazard Lands. Community gardens and associated *accessory structures*, such as garden sheds, shall be minor in scale and secondary to the primary permitted land use(s);
- c) require that the owners and/or operators of community gardens on privately or publicly owned land, intended for *public use*, to enter into an agreement with the Town address matters including, but not limited to, ownership/operator responsibilities and maintenance, insurance and security requirements, the location and appearance of structures, and irrigation sources and usage; and,
- d) support the establishment of seasonal or year-round marketplaces in key locations where locally grown and preserved foods can be sold, and function as places of social interaction.

D8.4 ENERGY CONSERVATION AND EFFICIENCY MEASURES

Energy conservation and efficiency is an important component to achieve sustainability goals and objectives. Energy conservation and efficiency not only reduces environmental footprints, it helps to reduce energy costs for individuals, businesses and organizations. It is a policy of the Town to:

- a) support initiatives and educational programs that promote energy conservation and efficiency measures;
- b) promote the reduction in energy consumption in all Town-owned, maintained and operated facilities and equipment in a cost-effective manner, including upgrading and retrofitting of existing buildings where practical;
- c) ensure that all new Town facilities are designed to incorporate energy conservation measures;
- d) require, where appropriate, new commercial and industrial *development* to use light-coloured roofing material;
- e) seek to minimize energy consumption by:
 - i) promoting mixed use *development*, compact urban form and complete communities;
 - ii) maximizing existing *infrastructure*;
 - iii) encouraging the adaptive reuse of existing buildings;
 - iv) promoting building designs and orientations that incorporate energy conservation features; and,
 - v) promoting walking and cycling, and providing for bicycle parking and secure bicycle storage facilities;
- f) support the use of renewable energy systems, such as geothermal systems (provided such systems do not negatively impact *natural heritage features and areas*, and hydrologic features and their functions) and solar photovoltaic, solar hot water, and solar air heating systems, in locations where they can operate in full sun year-round; and,
- g) require new *development* to be designed to maximize solar gains and encourage building design that allows for future solar installations.

D8.5 AIR QUALITY

Air quality can impact us as individuals (health effects), as a society (health care costs) and on a global scale (climate change), but there are many ways to improve and maintain air quality. It is a policy of the Town to:

- a) ensure that municipal operations and facilities meet or exceed

applicable Provincial regulations with respect to air quality and support incremental reduction of greenhouse gas emissions and air pollutants;

- b) reduce reliance on private automobiles through the *development* of compact, mixed use, and pedestrian friendly communities to minimize contributions to air pollution; and,
- c) support initiatives to reduce and/or eliminate idling times.

D8.6 WATER CONSERVATION

Water conservation can help reduce water and wastewater *infrastructure* costs and protect these resources for future generations. Moreover, the conservation of water has benefits from environmental, social and economic perspectives. It is a policy of the Town to:

- a) encourage the reduction of water consumption levels through the promotion of the efficient use of water and the implementation of water saving technologies;
- b) encourage the use of alternative water supply and demand management systems such as, rain water harvesting and grey water reuse in all new *development* and/or *redevelopment*;
- c) encourage property owners to utilize low water use/drought-tolerant landscaping alternatives to minimize water consumption;
- d) support water efficiency measures that reduce the demand for energy to pump and treat water resources;
- e) supporting reductions in stormwater flows to stormwater and sanitary sewer systems by using approaches such as the use of pervious and natural surfaces, and diverting surface runoff to pervious and natural areas; and,
- f) encourage educational initiatives and awareness programs to educate the public on methods of water conservation.

D8.7 OUTDOOR LIGHTING

Appropriately placed and designed outdoor lighting can improve energy efficiency and reduce 'light pollution' and environmental impacts. It is a policy of the Town to:

- a) use and promote the use of responsible lighting practices that eliminate or reduce light pollution and glare, while maintaining sufficient light levels for a safe built environment;

- b) consider an outdoor lighting by-law that would help prevent the *negative impacts* of excessive or misdirected light and encourage responsible lighting that is purposeful and energy efficient;
- c) use energy efficient lighting fixtures in all new and retrofitted municipal facilities and properties, and in transportation corridors owned and/or maintained by the Town, such as roads, trails and parking lots;
- d) require the installation of full cutoff lighting for all new and retrofitted outdoor lighting and prohibit wall mount lights that shine horizontally and those with sag lenses; and,
- e) require the submission of a Lighting and Photometric Plan with Site Plan applications that demonstrates compliance with the Official Plan, including an implementation and maintenance plan. After *development* is complete and prior to the release of performance guarantees, the photometric performance of lighting plans shall be confirmed by a field test and a letter from the lighting designer certifying that the test meets the predicted photometric performance of the lighting plan and complies with the policies of this Plan.

D8.8 HEALTH IMPACT ASSESSMENT

This Plan recognizes that there is a relationship between land use, infrastructure and public health that affects the vitality and resilience of the community. Elements such as built form, community design, road and trail networks, open spaces, the public realm, the natural heritage system and infrastructure shape citizens' physical and psychological well-being.

To support a health-promoting, age-friendly community, the Town may require a Health Impact Assessment in support of development applications, which shall address how:

- a) physical activity and pedestrian mobility is addressed in project designs that are safe and convenient for persons using all modes of travel regardless of age or ability;
- b) the potential health impacts or risks of proposals are mitigated and potential benefits are maximized; and,
- c) access to the natural heritage system, clean air and clean water is maximized.
- d) marginalized or vulnerable parts of the population may be affected differently in comparison to the broader target population;

- e) societal and economic risk factors such as income, employment, housing and food security, to name a few, are mitigated; and
- f) access to services such as health, transportation and leisure are maximized.