

OFFICIAL PLAN
TOWN OF DEEP RIVER

PREPARED BY: Jp2g Consultants Inc.
12 International Drive
Pembroke, ON
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APPROVED: APPROVED AND IN EFFECT October 25, 2017
Consolidated February 29, 2024
Including OPAs # 1 through 6

THE CORPORATION OF THE TOWN OF DEEP RIVER

BY-LAW NUMBER _____

A BY-LAW TO ADOPT

THE OFFICIAL PLAN OF THE TOWN OF DEEP RIVER

The Council of the Corporation of the Town of Deep River in accordance with the provisions of Section 17(22) of the *Planning Act*, hereby enacts as follows:

1. That the Town of Deep River Official Plan consisting of the attached text and Schedules "A", "B", "C" and "D" are hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the County of Renfrew for the approval of the Town of Deep River Official Plan.
3. That the Town of Deep River Official Plan adopted by Council of the Town of Deep River on March 2, 1993 and approved by the Minister of Municipal Affairs and Housing on April 11, 1995, with modifications, and subsequently amended by Amendment Numbers 1 to 15, is hereby repealed.
4. That this By-law shall come into force and take effect on the day of final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS _____

Mayor

Chief Administrative Officer/Clerk

DECISION
With respect to the Town of Deep River Official Plan
Subsection 17(34)

I hereby approve all of the proposed Official Plan for the Town of Deep River adopted by By-law
No. _____

Dated at Pembroke, this _____ of _____, 2017

W. James Hutton
CAO/Clerk
County of Renfrew

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SECTION 1 - INTRODUCTION

1.1 THE PLANNING AREA

The Planning Area comprises the whole of the Town of Deep River with the exception of lands which are under the jurisdiction of Atomic Energy of Canada (AECL), but managed and operated by Canadian Nuclear Laboratories (CNL), properly known as the Chalk River Laboratory and all of the Federally owned lands adjacent to that site, save and except properties under the jurisdiction within the Town of Deep River outside the main CNL Campus located in the northeast quadrant of the Town boundaries.

1.2 THE PLANNING ACT, AUTHORITY FOR AN OFFICIAL PLAN

1.2.1 Purpose of the Official Plan

This Official Plan establishes, in general terms, the overall pattern that development within the Town should follow during the planning period. It is intended to establish guidelines to direct future development and redevelopment in a logical and orderly manner and to protect existing development from the intrusion of incompatible land uses.

This Official Plan also implements the community vision for achieving long-term prosperity, environmental health and social wellbeing by:

- (1) Maintaining a diverse, innovative, prosperous, welcoming and multicultural community in cooperation with CNL and Garrison Petawawa;
- (2) Promoting development that will sustain the financial wellbeing of the Town in the long-term;
- (3) Accommodating a range and mix of housing, employment, institutional, recreational, park and open space and other uses to meet long-term needs; and
- (4) Ensuring that the necessary infrastructure and public service facilities will be available to attract young professionals and families to the community.

It is intended that this Plan will be of assistance to both public administrators and private interests. Public administrators will benefit by having a basis on which to program future services and facilities, such as roads, schools, parks, welfare, storm and sanitary sewers, water supply, and police and fire protection. Private interests will be informed of the future development policies of Council and, hence, be encouraged to plan their operations with more certainty.

1.2.2 Scope of the Official Plan

The Official Plan and its Amendments are legal documents but do not, by themselves, control or regulate the development of land by public agencies or by private interests. Once an Official Plan is in effect, Council may not pass By-laws or undertake public works contrary to the Plan. It is intended that the policies and statements of basic planning principles contained herein will guide both public administrators and private interests in such a way as to ensure the best form of development under the most desirable conditions. The Official Plan sets out guidelines for the preparation of municipal regulations, such as zoning By-laws. It also establishes policies to govern the development of land by plan of subdivision, consent and site plan agreement.

1.2.3 Authority

The *Planning Act*, Section 17 (14) provides the enabling authority for the preparation of an Official Plan and Section 26 provides for the required ten year review and update after the date that the new Official Plan comes into effect as well as a review and update every five years thereafter.

Section 16 of the *Act* sets out the ‘contents of an Official Plan’:

“Shall contain goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality or part of it,...and

May contain a description of the measures and procedures proposed to attain the objectives of the Plan and a description of the measures and procedures for informing and obtaining the views of the public in respect of a proposed amendment to the Official Plan or proposed revision of the Plan or in respect of a proposed zoning by-law.”

Council of the Corporation of the Town of Deep River, under Section 17 of the *Planning Act*, is charged with the responsibility of preparing and adopting an Official Plan for the Town of Deep River. Council is also charged with the responsibility of reviewing the Plan from time to time in accordance with Section 26 of the *Planning Act*.

1.3 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement is issued under the authority of Section 3 of the *Planning Act*. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system.

The new Provincial Policy Statement came into effect on May 1, 2020. The 2020 Provincial Policy Statement replaced the previous Provincial Policy Statement, which came into effect on April 30, 2014. Section 3 of the *Planning Act* states that all decisions of planning authorities (Town Council, for example) in respect of a planning matter “shall be consistent with” the Provincial Policy Statement.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment.

The Provincial Policy Statement recognizes the complex interrelationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses.

In exercising its authority over planning matters addressed by this Official Plan, the decisions of Council:

- (1) shall be consistent with the policy statements issued under Subsection 3(1) of the *Planning Act* that are in effect on the date of the decision; and
- (2) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

1.4 AN OVERVIEW OF THE COMMUNITY

Deep River is situated along the Trans-Canada Highway, approximately mid-way between Ottawa and North Bay. It is the northern most urban municipality in the County of Renfrew. The City of Pembroke is 50 kilometres to the southeast and Ottawa and North Bay are nearly 200 kilometres away to the southeast and northwest, respectively.

The Town of Deep River has a large geographic area (approximately 51 square kilometres). Where the easterly and westerly corporate boundaries meet the River they are about 16 kilometres apart. This encompasses the built-up Town site, the site of the Chalk River Laboratories of AECL and the intervening, undeveloped forested lands which are a mix of federal, municipal and privately owned lands comprising over 1,000 acres of land, which are managed co-operatively by the Town, the Deep River Cross-Country Ski Club and the Four Seasons Conservancy.

This Plan recognizes that lands within the boundaries of the Town of Deep River lie within the historic Algonquin Territory that is part of current Treaty Negotiations with the Federal and Provincial Crowns. As such, this Plan will respond to direction from the Federal and Provincial Crowns as to the progress of these negotiations and will incorporate any Official Plan requirements that arise from any future Treaty. In the interim, the Town will seek opportunities for mutually beneficial engagement with the Algonquins on matters that affect aboriginal history and culture.

Two dominant influences affecting Deep River include its scenic location on the wooded banks of the Ottawa River and Canadian Nuclear Laboratories (CNL) which is the largest nuclear research facility in Canada. The physical setting of Deep River is intrinsic in features

such as the beautiful beaches, the extensive walking, hiking, cross country skiing and snowmobile trails, a ski hill, and the treed boulevards and parklands. The CNL nuclear research facility provides a large public sector employment base with higher than average wages for the area; an important economic foundation and an opportunity for future growth and development.

Deep River has a number of assets that can be used to promote diversification and stability. The area offers a combination of outstanding recreational facilities, cultural programs, affordable housing and safe communities set in a clear, naturally beautiful environment. There is a highly educated and skilled labour force, excellent schools with province-wide reputations and a pool of untapped employment potential. The presence of Canadian Nuclear Laboratories (CNL) creates extensive research and development capability. There are readily available, inexpensive industrial lands and infrastructure that can accommodate substantial growth.

CNL and Garrison Petawawa are the two largest employers in Renfrew County. In 2016, CNL employed over 2,800 people in Deep River and the Chalk River Laboratories. Garrison Petawawa has grown significantly in recent years and has come to play an increasingly important role in the development of Ottawa Valley communities, including Deep River. Garrison employment levels were around 7,000 in 2016, and Garrison personnel have become an increasingly important source of new residents for the Town.

The population of Deep River has gently declined since the early 1990's. The census population figure for 1991 was 4,571, declining to 4,193 in 2011 and further declining to 4,109 in the most recent 2016 census. The Town would like to promote Deep River as an attractive location for future growth and development. Population growth is desired at rates that are greater than historical trends since the 1990's.

The attraction of future growth and development will be dependent upon the ability of the citizens of Deep River to promote their community as a desirable place to live and conduct business. This will require cultural change to create a greater community acceptance of development proposals and an investment in community infrastructure and public service facilities.

1.5 HOW TO USE THIS PLAN

To use this Plan, the reader should first locate the parcel of land affected on **Schedule "A", Land Use Plan**. This **Schedule** will indicate the land use designation that applies. Reference should then be made to the land use policies that apply to that designation for guidance as to how the land may be developed or redeveloped. These policies are generally contained within **Section 4 – Policies for Land Use Designations**.

It is also important to consider other Map Schedules and policies that may affect development. Other Map Schedules include:

Schedule "B" – Natural Heritage Features and Hazards

Schedule “C” – Infrastructure and Public Services

Schedule “D” – Secondary Plan and Community Improvement Plan Areas

Section 3 - General Policies outlines policies to review development applications. The extent to which these apply varies depending on the location, land use designation and nature of the application.

Section 5 - Infrastructure and Public Services sets out how land should be serviced (water, sanitary and storm sewer, transportation systems).

Section 6 - Implementation sets out the policies for implementing the Plan (e.g. community improvement, zoning, subdivision, consents, site plan control, property standards, etc.).

Section 7 - Interpretation is intended to help the reader on how to interpret the Plan.

Other important Sections of the Plan include **Sections 1 and 2**, which outline the authority and basis for the Plan.

SECTION 2 – COMMUNITY VISION, GOALS AND INTENT

2.1 COMMUNITY VISION

The vision of the Official Plan is essential in providing for the sound interpretation of the Plan and its policies. The vision is future-oriented, and is 'high-level' in scope, rather than focusing on a particular site or issue. As with the policies of the Official Plan, the vision should address the desired form and function of the Town, with a focus on land use, community development, and the desired stewardship of the Town's resources.

The vision for this Plan was developed in consultation with representatives from the Deep River Housing Advisory Committee, the Environmental Advisory Committee, the Accessibility Advisory Committee, the Economic Development Advisory Committee, Council, and the Official Plan Steering Committee at a Visioning Workshop which was held on September 10, 2015. The vision was subsequently presented to the public at a special meeting of Council on December 16, 2015.

The purpose of developing a vision for this Plan is to identify the community vision in respect of key planning matters. Participants in the development of the community vision have been encouraged to think optimistically about how the Town could look and function in 2036. The focus has not been on the likely outcome given historical trends, but what the ideal outcome for the Town could and should be as a result of good land use planning, strong leadership and a committed and engaged citizenry.

The main planning themes and community vision for the Town of Deep River are summarized as follows:

2.1.1 General

Deep River is a diverse, innovative, prosperous, welcoming, multicultural community. The Town will celebrate and promote its nuclear history and its culture, will cooperate with other communities and major employers including CNL and Garrison Petawawa, and will be open to positive change.

2.1.2 Growth & Settlement

Deep River will experience growth beyond what current census trends predict. The ideal demographic mix will include a large segment of young people and families, attracted by employment opportunities and high quality of life. Seniors will continue to be a large segment of a diverse population. Settlement will be in the form of new residential development to the west of the developed area of the Town, infill development in the downtown and periphery, residential intensification and continued commercial and industrial development along the Highway 17 corridor. Rural housing options will be available to the east of the urban area of the Town. The Town will make every effort to facilitate viable land

development proposals, and to attract new investment to the area.

2.1.3 Housing

Deep River must diversify its housing stock. In 2036, the Town will have a diverse mix of housing options including townhouses, multiple residential, and a range of seniors housing options. Future subdivision development will have smaller lot sizes, higher densities, and smaller dwellings generally. High density housing (e.g., apartments) will be more appropriate within close proximity to downtown (i.e., within a 10-minute walk, or approximately 750 metres).

2.1.4. Employment Lands (Commercial/Industrial Areas)

The continued development of the Highway 17 corridor should be supported for commercial and industrial uses. The main challenges to development in this area are related to access, sewer servicing, and Kennedy Creek. In addition to the Highway 17 corridor, home businesses will be important sources of employment in the future, supported by the future development of super-fast high speed internet infrastructure in accordance with the Town's Strategic Plan.

2.1.5 Public Health, Safety and Accessibility

Deep River will be a more accessible community, with barrier-free access to housing, stores, sidewalks and public buildings.

2.1.6 Environment, Climate Change and Energy Conservation

Housing will be closer to downtown to facilitate active transportation. Bicycle transportation will be supported in public infrastructure projects. The Town will be a pioneer in alternative and renewable energy sources. Electric vehicle charging stations, small modular nuclear energy, and backup power systems ("microgrids") are potential initiatives. The natural environment will be prioritized through tree retention during development and a robust tree replacement program.

2.1.7 Rural Development Areas

Rural development areas will continue to offer development opportunities characterized by larger lots on private services, and will be focused primarily outside the urban area of the Town where there are challenges to providing full municipal services.

2.1.8 Public Spaces

Natural and built public spaces will be a key attraction for new residents and visitors, and will be among the Town's greatest assets. The Deep River Marina will continue to be an important community gathering place, and will be expanded to include more slips with available electricity. Public buildings will serve multiple purposes to ensure usage throughout the day (i.e., beyond regular business hours), and recreation facilities will

continue to be improved. Public open spaces will continue to be developed and existing spaces preserved, including extension of the natural pathway system as new residential areas emerge, and provision for additional landscaped public spaces in the downtown area through infill and redevelopment. Public spaces and trails will be marked with clear, well-maintained wayfinding signage, providing for orientation to Town landmarks and key public destinations.

2.1.9 Transportation

Deep River will have an attractive highway corridor and a clearly visible gateway to the downtown. The system of footpaths will be expanded into new development areas to provide connectivity throughout the Town. The trail system will be an attraction for tourists, and will have well-maintained signage. The Town will be a participant in any future regional transportation system providing services to seniors and those without access to a vehicle.

2.2 GOALS OF THE PLAN

- (1) To support partnerships between the Town and developers, including CNL and Garrison Petawawa to facilitate development and encourage investment.
- (2) To encourage new employees of Canadian Nuclear Laboratories and Garrison Petawawa to reside in the Town of Deep River.
- (3) To support an efficient and timely development review process that will provide predictability to developers and investors in regards to Council's expectations and requirements.
- (4) To provide guidelines for urban development within the Town of Deep River in the period up to 2036 subject to review and update at ten-year intervals with regard to changing economic, social and technical developments, and to future Provincial Government planning policies and guidelines.
- (5) To form a basis for coordinating public and private development.
- (6) To designate land uses in suitable locations and in sufficient quantity to accommodate development and redevelopment in the Town having regard for the health, welfare, safety and convenience of the present and future inhabitants.
- (7) To provide for a compact and energy efficient land use pattern that optimizes the use of available infrastructure (roads, water, sewer, waste disposal) and public service facilities (schools, hospitals, recreation and cultural facilities, fire and police services), and which utilizes densities and development standards that are cost effective and supportive of active transportation.
- (8) To allow development where it can adequately be serviced within the capacities of the Town's existing facilities or within the Town's financial capability to expand such

facilities.

- (9) To protect fish and wildlife and all lands having inherent environmental hazards, including the Ottawa River waterfront in accordance with sound principles of conservation and preservation, and to provide for the cleanup of brownfield sites.
- (10) To protect sensitive land uses (dwellings, day care facilities, schools, health care facilities) from incompatible land uses.
- (11) To provide and maintain an adequate supply of open space and recreational facilities in suitable locations to conveniently serve the changing needs of all age groups.
- (12) To protect, restore, and promote the Town's natural heritage features and areas.
- (13) To ensure that the growth of the Town occurs in a balanced fashion through the provision of sufficient land for residential, industrial, commercial, public service and open space uses, and in a manner that will not impose an undue financial burden on the residents of Deep River.
- (14) To provide for a full range of housing types and densities to meet demographic and market requirements of current and future residents of the Town while maintaining at all times at least a twenty year supply of land designated and available for new residential development and residential intensification.
- (15) To provide encouragement and support to promote federal, provincial and local opportunities for the provision of affordable and supportive housing.
- (16) To provide encouragement and support to facilitate private, public and local partnerships in the provision of affordable and supportive housing.
- (17) To maintain the well-being of Town Centre as the community focus for the Town and surrounding area by facilitating the further development of the Town Centre to provide a wide range of activities, including offices for municipal government and branches of the senior governments, the major shopping district for the region, an increased amount and density of housing, tourist and retail facilities, and adequate off-street parking.
- (18) To encourage the growth of light industry, service and administrative activities, the tourism and convention industry, and retail and highway commercial development along the Highway 17 corridor.
- (19) To protect access to the Ottawa River through the maintenance and development of important access points that link the waterfront to other parts of the community, particularly the Town Centre and to limit the use of the remaining lands abutting the Ottawa River to uses that compatible with the open space character of these areas.

- (20) To provide an adequate road system within the Town to support the amount and distribution of urban development proposed in this Plan and to facilitate automobile and truck movements with a minimum of inconvenience, congestion, accident potential and air pollution.
- (21) To encourage the development and maintenance of an efficient and pleasant environment for the residents of the Town.
- (22) To sustain a high quality of life for residents based on the provision of public services, land use planning that considers the element of 'human scale', conservation of the natural environment and open space amenities of the Town, and the application of sound environmental standards.
- (23) To conserve the cultural heritage and archaeological resources of the community.
- (24) To support redevelopment and development that is designed to be sustainable and pedestrian-oriented.
- (25) To support the protection of existing business and employment lands.
- (26) To encourage an innovation centre that would provide a host of service to support the growth of science and technology-focused companies in Deep River
- (27) To plan for the impacts of climate change.

2.3 INTENT

The intent of the Plan is to promote growth and prosperity in the Town. The ongoing employment at CNL is a key component to the Town's economy. Growth within CNL, and attraction of existing CNL employees are viewed as the main catalysts for growth in this Plan. The Town also strives to achieve economic growth through the development of other businesses and industries, and by the promotion of its assets and attributes.

The Town is in a favourable position to accommodate growth. There is significant undeveloped land available within the limits of the Town to achieve the desired vision and goals for growth and development. Some key facilities are not being used to their capacities. Other key facilities such as the waste water treatment plant, arena and other recreation and public service facilities will require upgrades to achieve the desired long-term vision for growth and development. Therefore, there is a need for future capital expenditures for these items.

Council's vision, which is represented in this Plan, is of a Town that capitalizes on the innovation agenda of CNL, more balanced in its economy and age structure, more attractive as a tourist destination and as a stopping place, but that retains its character as a community that is in harmony with its landscape.

SECTION 3 - GENERAL POLICIES

3.1 DEVELOPMENT PRIORITIES AND CRITERIA

- (1) When considering an application for development that involves an official plan amendment, a zoning by-law amendment or a site plan approval, Council shall be satisfied that the proposal is appropriate, compatible with adjacent uses, in the public interest and not premature.
- (2) All new commercial, industrial, institutional and residential uses greater than 10 units shall be subject to Site Plan approval. Lands being developed under the Condominium Act shall also be subject to Site Plan approval, in accordance with Section 41 of the Planning Act. Lands being redeveloped or additions being added onto existing structures, may also be subject to Site Plan Control. Lands being developed by plan of subdivision in low, medium and high density residential, commercial and industrial uses, may also be subject to the information and technical investigations included in Section 6.10.2, together with Site Plans and/or other municipal agreements, if deemed necessary by Council and/or the approval authority. Notwithstanding the authority of this section, where the Minister revises the Planning Act to modify the scope of site plan control, there shall be no need to amend this Plan to reflect the revised scope of site plan control, provide the Town's site plan control by-law is modified.
- (3) The adequacy of services to satisfy any new demand should be ascertained before Council commits its support for significant development.
- (4) Council may consult with such experts and agencies as it considers necessary before passing amendments or making recommendations to the approval authority.
- (5) The Town may require, during the approval stages, reports on matters such as soils, geology, hydrology, vegetation, ecology, traffic impact study and drainage; and to supply surveyed elevation information in order that the on-site and off-site impacts of the development may be assessed. Thus, Council can determine which areas are suitable for development.
- (6) In addition to all above municipal required reports, any future development located adjacent to or in the vicinity of a provincial highway or intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements included in **Section 5.3.3 (3)** Transportation. Direct access will be discouraged and often prohibited.

3.2 DEVELOPMENT STAGING

- (1) Council intends that Deep River's serviced area should grow progressively, so as to

maintain a continuous urban form. The aim of growth should be to maintain a reasonable balance of the built up area around the nucleus of the Town Centre. Important factors for determining the direction of increments of development will be the cost and convenience of connections with services.

- (2) Secondary Plans will be implemented for areas of the Town where greater detail is necessary to plan for land use, urban form, environmental, transportation and infrastructure needs of an area. **Section 6.1** includes policies for the development of Secondary Plans. Areas where secondary plans will be required are shown on **Schedule “D” Secondary Plan and Community Improvement Plan Areas**. The Town intends to prepare a Secondary Plan for the future development of the “West End Growth Area”. The Secondary Plan will include infrastructure and public service facility requirements for this planned growth area.

3.3 BUFFERING

- (1) Where different land uses abut, every effort shall be made to avoid conflicts between different uses. Where deemed necessary, buffering will be provided for the purpose of reducing or eliminating the adverse effects of one land use upon the other. A buffer may be vacant land, a berm, wall, fence, plantings, land use different from the conflicting ones but compatible with both, or any combination of the aforementioned sufficient to accomplish the intended purpose
- (2) The implementing Zoning By-law may provide for separation distances between potentially incompatible uses. Such distances shall be established in accordance with applicable legislation and guidelines of applicable governing agencies (i.e. D-1 Land Use Compatibility, D-2 Compatibility between Sewage Treatment Facilities and Sensitive Land Uses, D-4 Land Use on or Near Landfills and Dumps, and Publication NPC 300: Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning.
- (3) For the purposes of this Plan, sensitive land uses are defined as buildings, amenity areas or outdoor space where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated nearby. Sensitive land uses include dwellings, daycare centres, educational facilities and health facilities.
- (4) The separation distance between the Town’s sewage treatment facility and sensitive land uses shall be 150 metres.

3.4 PARKLAND DEDICATION

- (1) Whenever development or redevelopment of lands is proposed for commercial or industrial purposes, the Town may require by by-law under the authority of Section 42 of the *Planning Act*, that up to two per cent of such lands be conveyed to the municipality for park or other public recreational purposes.

- (2) In residential plans of subdivision, the Town of Deep River may require, as a condition of approval, that five percent of such lands be conveyed to the Municipality for park or other public recreational purposes, as also set out in Section 51.1(1) of the *Planning Act*. In other forms of residential development the same dedication may be required.
- (3) All land to be so conveyed must be consistent with the policies of this Plan for Open Space areas, and shall require approval by the municipality. Council shall ensure that such lands so conveyed be useful for open space needs, such as being suitable for tot lots, or contiguous with existing paths or trails. Lands having environmental limitations, including lands within a one-in-one hundred year floodplain, may not be acceptable.
- (4) As an alternative to the conveyance of parkland, the Municipality may require the developer to convey cash in lieu of such lands. The cash value of such lands will be determined in accordance with Section 42 and Section 51.1(3) of the *Planning Act*.
- (5) Land dedication for parkland purposes is the preferred option rather than cash in lieu of such lands. In considering proposals for development, priority will be given to the establishment and/or connection with linear recreational corridors and trails. Where possible, lands dedicated for parkland purposes should also be designed and integrated with stormwater management systems and pedestrian pathways.

3.5 ENERGY CONSERVATION AND CLIMATE CHANGE

- (1) Council will encourage development that is energy efficient, maintains a balance of environmental assets in the community, promotes the conservation of resources and ensures an enhanced quality of life for future generations. Other policies of this Plan will be interpreted so as to adhere to these principles of sustainable development.
- (2) Council will promote energy conservation and climate change mitigation by:
 - (a) initiating, participating and cooperating in conservation programs, including public education and awareness programs.
 - (b) encouraging denser, contiguous development: intensification of existing built-up areas and the efficient use of existing infrastructure.
 - (c) encouraging developers to design for energy efficiency by taking into account solar orientation, prevailing winds, vegetative protection from wind and sun, topography, and the potential to cluster buildings;
 - (d) supporting developments that are sensitive to natural environments such as shorelands, wetlands, streams and significant fish and wildlife habitat;

- (e) supporting developments that will create a healthy, more livable community by encouraging outdoor physical activity, cycling and walking;
 - (f) requiring that developers provide for the control of storm runoff during construction and in the final design;
 - (g) requiring developers to preserve a "treed community" through protection, replacement and augmentation;
- (3) On balance, a development should result in some environmental gain, as measured by the following:
- (a) movement toward community self-sufficiency with respect to housing, employment, goods and services, recreation and other needs;
 - (b) creating advantageous arrangements of uses and buildings so that the relative nearness enables more social needs to be met and energy savings to be achieved within developments;
 - (c) reduced dependency on automobiles;
 - (d) incorporation of energy conservation measures into site design, and into the design, construction and renovation of buildings as well as the replacement of inefficient buildings and technologies;
 - (e) reduced traffic congestion on Highway 17;
 - (f) increased population density through infilling and intensification;
 - (g) creation of new habitat for fish and wildlife;
 - (h) increased ratio of "green space" to "built space".
- (4) Council may require the proponent of a development of significant scale, intensity or potential impact (e.g., plan of subdivision, industrial use, waterfront location) to supply an Environmental Impact Study as part of the planning approval statement. The Study may be reduced in scope, but it should identify the existing environmental condition of the site, the components of the development that promote sustainability and the anticipated environmental gains.
- (5) Any development that satisfies energy conservation and climate change criteria set out by this Plan will be given priority consideration.

3.6 MOBILITY AND ACCESSIBILITY

- (1) Handicapped parking at strategic locations should be provided in conjunction with all

developments and redevelopments.

- (2) Barrier-free access to commercial, institutional and multiple residential buildings and facilities will be required in all development and redevelopment plans.

3.7 NOISE AND VIBRATION

- (1) Land uses that generate significant levels of noise and vibrations (e.g., provincial highway, industrial uses involving frequent movements of products or heavy trucks or involving processes with sounds frequently audible off the site) can be incompatible with adjacent residential uses and some institutional uses. Prior to permitting development that may cause noise and/or vibrations or be affected by noise and/or vibrations from an existing source, the Town may require a noise impact and/or vibration study to assess the impact on existing or proposed residential or sensitive land uses within minimum distances prescribed by the Ministry of the Environment, Conservation and Parks.
- (2) Council shall consider noise and vibration levels within 250 metres of lands adjacent to Highway 17 and be satisfied that noise and vibration levels will not affect residential development or that noise attenuation features will relieve the noise or vibration situation.
- (3) The recommendations and noise attenuation measures contained in the noise impact study will be implemented through provisions in the subdivision agreement, site specific official plan amendment, site specific zoning by-law amendment, site plan agreement or other municipal agreement.
- (4) The Ministry of Transportation (MTO) will not be responsible for any impact, inclusive of noise and vehicle light impact that Highway 17 may have on the subject properties and that MTO will not construct any works to abate those impacts. It will be the responsibility of the owner/developer of the proposed development(s) (Subdivisions) to ensure that noise levels are consistent with provincial objectives, and if necessary, that adequate noise control measures are applied.

3.8 ARCHAEOLOGICAL RESOURCES

- (1) Where new development is proposed within an area which has been identified as containing known archaeological resources or having archaeological resource potential, a development proponent shall undertake an archaeological impact assessment of the property in accordance with the archaeological assessment and technical guidelines of the Ministry of Tourism, Culture and Sport. Such assessments shall be undertaken by a consultant archaeologist licensed pursuant to the provisions of Section 38 of the *Ontario Heritage Act*. Adequate measures shall be undertaken to mitigate potential impacts upon identified significant archaeological resources. Impact mitigation may include preservation in situ as the preferred method, followed by avoidance and removal if necessary.

- (2) The Algonquins of Ontario shall be notified, through the Algonquins of Ontario Consultation Office, if any artifacts of aboriginal interest or human remains are encountered during development.
- (3) Any alterations to known archaeological sites shall only be performed by licensed archaeologists, as per Section 48 of the *Ontario Heritage Act*. Council may maintain the integrity of archaeological resources by adopting zoning by-laws under Section 34(1) 3.3. of the *Ontario Planning Act* R.S.O. 1996, to prohibit any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource.
- (4) In considering applications for waterfront development, Council shall ensure that archaeological and cultural heritage resources both on shore and in the water are not adversely affected. For applications adjacent (within 300 metres) to navigable waterbodies, the policies of this section shall apply.
- (5) In considering a subdivision application or a major commercial development, Council shall ensure that archaeological and cultural heritage resources on the proposed developed site are not adversely affected.
- (6) Council shall make every effort to conserve and protect known areas of archaeological potential when undertaking municipal public works, such as roads and infrastructure projects, carried out under the Municipal Class Environmental Assessment (EA) process.

3.9 BROWNFIELD SITES

- (1) Brownfield sites are undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. Sources of site contamination can include the disposal of waste materials, raw material storage, residues left in containers, maintenance activities and spills. Some commercial uses, such as gasoline stations and automotive repair garages have a potential to be contaminated.
- (2) Brownfield sites shall be remediated prior to any activity on the site associated with the proposed use such that there will be no adverse effects. Measures to be taken by Council and/or approval authority and the proponent include the following:
 - (a) The identification and inventory of sites by the municipality of existing and past uses that may have contributed to the presence of contaminants. Such an inventory does not imply that a site is clean or that the inventory is exhaustive.

- (b) The development or redevelopment of potentially contaminated sites shall be assessed and remediated in a manner consistent with the Environmental Protection Act and relevant regulations, and the relevant Ministry of the Environment, Conservation and Parks (MECP) guidelines and procedures.
- (c) Sites known or suspected to have soils contaminated with residues of current or previous industrial or commercial land uses must have the environmental condition of the site assessed. When considering applications for development which include sites suspected or known to be contaminated, the Town will require at its discretion that a Phase 1 Environmental Site Assessment be undertaken by the applicant in accordance with Ontario Regulation 153/04. If recommended by a Phase I ESA or mandated under Regulation 153/04, a Phase II ESA must be undertaken by the applicant in accordance with Ontario Regulation 153/04. This would require sampling and analysis of the site to confirm and delineate the presence or absence of contamination suspected by the Phase I ESA report.
- (d) As a condition of approval, the Town will require that remediation, where required, is undertaken to appropriate standards of the MECP, as specified in Ontario Regulation 153/04 and in the guideline Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act, or other regulatory requirements of the MECP, as amended from time to time.
- (e) Mandatory filing of a Record of Site Condition (RSC) in the Registry, by a qualified person, as defined in O. Reg. 153/04, as amended, is required for a change in use of a property from industrial or commercial to residential or parkland, as defined in the regulation, and will be acknowledged by the MECP. A site clean-up plan may be required and the site may need to be cleaned-up in accordance with the O. Reg. 153/04, as amended and with MECP guideline "Records of Site Condition-A Guide on Site Assessment, the Clean-up of Brownfield Sites and the Filing of Records of Site Condition" dated October 2004 or associated guidelines.
- (f) Council may supervise the excavation and soil handling activities during site cleanup.
- (g) Site plan control may be used as a measure to enhance site decommissioning and remediation.
- (h) Brownfield sites may be placed in a holding zone in the municipality's Zoning By-law. Where a holding zone is used, the 'h' may be removed when the site has been acceptably decommissioned or cleaned up to the satisfaction of the municipality and in accordance with a site remediation plan, and subject further to the submission to the municipality of a Ministry of the Environment, Conservation and Parks acknowledged Record of Site Condition.

3.10 DEVELOPMENT ON OR NEAR WASTE DISPOSAL SITES

- (1) An assessment of any development proposal within 500 metres of the perimeter of the fill area of an active, closed or proposed waste disposal site should be undertaken to ensure that the development will not be affected adversely in any way by the presence of the waste disposal site. This study area may be increased or decreased to coincide with the actual influence area identified by hydrogeological and/or engineering studies.
- (2) Proposed development should be supported by studies as outlined in the Ministry of Environment, Conservation and Parks Guideline D-4 – Land Use On or Near Landfills and Dumps. The studies will address contamination by leachate, surface runoff, ground settlement, visual impact, soil contamination, hazardous waste and landfill generated gas.
- (3) The implementing zoning by-law should contain measures to restrict development within the potential or actual influence area of a waste disposal site until it has been demonstrated to Council's satisfaction that the adverse impacts will be prevented or minimized.

3.11 NATURAL HERITAGE FEATURES

(1) General

Natural heritage features include those areas that are important for their environmental and social values as a legacy of the natural landscapes of the area. It is intended that the natural heritage features identified in Deep River will be conserved for their natural heritage value.

For the purposes of this Plan, the natural heritage features are identified on **Schedule "B" - Natural Heritage Features**.

(2) Wetlands

(a) Local Wetlands

Local wetland areas are identified on **Schedule "B"** as "Unevaluated Wetlands" and designated on **Schedule "A"** as Environmental Protection. Development in or adjacent to local (unevaluated) wetlands shall comply with the Environmental Protection policies of this Plan. For the purposes of Local Wetlands, adjacent lands are considered to be the area within 30 metres of the approved wetland boundary.

(b) Provincially Significant Wetlands

The Ministry of Natural Resources and Forestry determines provincially significant wetlands through an evaluation process. As such the areas contain many species of flora and fauna and are considered environmentally sensitive to development. There are no wetlands within the Town of Deep River that are classified as Provincially Significant Wetlands, however if Provincially Significant Wetlands are identified in the Town in the future, the newly identified Provincially Significant Wetland will be implemented by way of an amendment to the Official Plan. Development and site alteration shall not be permitted in provincially significant wetlands.

Development and site alteration may be permitted on adjacent lands, if it has been demonstrated by way of an Environmental Impact Study undertaken in accordance with the policies of **Section 3.11(7)** of this Plan, that it will not negatively impact the natural features or ecological functions for which the area is identified. The diversity of natural features in an area and the natural connections between them should be maintained and improved where possible. For the purposes of Provincially Significant Wetlands, adjacent lands are considered to be the area within 120 metres of the approved wetland boundary. Modification to a Provincially Significant Wetland boundary requires the approval of the Ministry of Natural Resources and Forestry.

Nothing in these policies is intended to limit the ability of agricultural uses to continue.

(3) Habitat of Endangered and Threatened Species

Development and site alteration shall not be permitted in the habitat of endangered and threatened species, except in accordance with provincial and federal requirements.

(4) Significant Wildlife Habitat

Wildlife habitat means an area where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory and non-migratory species. Significant Wildlife habitat is identified on **Schedule “B”** to this Plan includes Kennedy Creek, the associated wetlands and adjacent lands. There is no other known wildlife habitat shown on **Schedule “B”**. Development or site alteration within 30 metres of Kennedy Creek or the associated wetlands will be supported by an Environmental Impact Study that demonstrates that there will not be a negative impact on the natural features or ecological functions of these shoreline habitats. Development within or adjacent (within 120 metres) to any other identified significant wildlife habitat should be supported by an Environmental Impact Study that demonstrates that there will not

be a negative impact on the natural features or the ecological functions of the habitat.

(5) Fish Habitat

All rivers and natural watercourses have the potential to be fish habitat. No person shall carry on any work, undertaking or activity that results in serious harm to fish that are part of a commercial, recreational or Aboriginal fishery, or to fish that support such a fishery. There is no known fish habitat identified on **Schedule “B”** to this Plan. The Ministry of Natural Resources and Forestry will be consulted on the extent and significance of fish habitat when reviewing development proposals adjacent to the Ottawa River and other watercourses.

Development and site alteration within identified fish habitat is not permitted except in accordance with provincial and federal requirements. Development and site alteration shall not be permitted on adjacent lands to identified fish habitat (within 120 metres) unless it is demonstrated that there will not be negative impacts on the habitat. Certain development activities within fish habitat may require a permit from the Ministry of the Environment, Conservation and Parks, Ministry of Natural Resources and Forestry or the Department of Fisheries and Oceans. Development proponents are encouraged to directly pre-consult with MECP, MNRF and DFO early in the process if development is proposed within fish habitat.

(6) Areas of Natural and Scientific Interest (ANSI)

ANSIs are areas of land and water containing natural landscapes or features which have been identified as having values related to protection, appreciation, scientific study or education. These areas are identified, mapped and ranked by the Ministry of Natural Resources and Forestry. There are no ANSIs located within the geographic limits of the Town of Deep River at this time. Should an ANSI be identified by MNRF, the boundaries of the identified ANSI will be included on **Schedule “B” Natural Heritage Features** through an amendment to this Plan. The Official Plan amendment will also include policies regulating development and/or site alteration within the ANSI or, on adjacent lands to the ANSI.

(7) Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) will be prepared to support planning applications such as Official Plan amendments, Zoning By-law amendments, plans of subdivision, consent etc., prior to the approval of the proposed development or site alteration, where required by an approval authority. Development will not be permitted where the impact and/or site alteration cannot be mitigated. The EIS will assess impacts that are anticipated from a proposed development application on natural heritage features, functions, and adjacent lands, including but not limited to:

- Fish and aquatic habitat

- Wetlands
- Wildlife habitat
- Areas of Natural and Scientific Interest (ANSI)
- Species and Habitats of Endangered and Threatened Species
- Reduction of a water setback
- Other Environmentally Significant Areas
- Significant water features such as sensitive water features, groundwater recharge/discharge areas, well head protection areas and intake zones are also considered through an EIS.

An Environmental Impact Study (EIS) is intended to provide a study of the potential impact of a proposed development or site alteration on a particular natural heritage feature and/or area and shall be used to determine whether the proposed development, redevelopment or site alteration should or should not be permitted. The EIS will be undertaken by the proponent of the development and/or site alteration.

The components of the EIS shall be tailored to the natural heritage features and values involved and scale of development and may range from a simplified (scoped) assessment to a full site assessment. For example, a single detached dwelling may only require a scoped assessment, while a subdivision, multiple unit residential complex or commercial development will require a full site assessment. Council may consult with the Ministry of Natural Resources and Forestry, or the Department of Fisheries and Oceans in determining information requirements and the type and content of an EIS, particularly in relation to habitat of endangered species and threatened species. The following is intended to provide a guideline on the potential scope of an EIS:

- (a) description (including a map) of the study area;
- (b) description of the development proposal;
- (c) methodology;
- (d) identification of those features and functions likely to be affected by the development proposal;
- (e) assessment of the potential impacts of the proposed development on key features and functions;
- (f) identification of mitigation requirements and monitoring requirements;
- (g) quantification of residual impacts (those that cannot be mitigated) if any;
- (h) summary of all recommendations and conditions to implement mitigation

measures: and

- (i) conclusion.

Council may retain the services of a qualified professional at the expense of the proponent to assist with the technical review and findings of an EIS.

3.12 WATER SETBACK AND PROTECTION OF SHORELINE INTEGRITY

(1) Water Setback

Generally all buildings and structures and associated private waste disposal systems, where applicable, will be set back a minimum horizontal distance of 30 metres (or approximately 100 feet) from the normal high water mark of a waterbody. The normal high water mark includes any riparian areas adjacent to a waterbody and can be identified by a change in vegetation or soil type. The normal high water mark is often above the water's edge. This requirement may be increased, or in very limited situations decreased. In the case of existing lots, where the setback cannot be met, the setback shall be as remote from the high water mark as the lot will permit.

Where a development is proposed to decrease the minimum 30 metre horizontal setback of a waterbody, an EIS, prepared by a qualified professional in accordance with **Section 3.11(7)**, may be required that demonstrates the reduction is justified and that the development will not have a negative impact on the quality of the creek, river, natural features or neighbouring properties.

New lots created through the consent or plan of subdivision process shall be a sufficient size to ensure that the new lot(s) and retained lands can accommodate the proposed use with no decrease to the 30 metre water setback. A greater setback would apply in those areas where the Ottawa River flood plain is more than 30 metres from the normal high water mark.

(2) Protection of Shoreline Integrity

The property between the shoreline of the waterbody will be retained, where possible, in its natural state to serve as a buffer which will assist in minimizing the land-surface transport of nutrients to the river or waterbody and maintaining a natural landscape view from the water. The retention of the natural soil mantle and vegetation within 30 metres (or approximately 100 feet) of the shoreline of the waterbody is encouraged. Boat houses, docks, boat launching facilities, and flood and erosion control devices shall be permitted. As a general guideline, 25% of the vegetation along the waterfront property may be disturbed for recreational amenity areas, pathways, and other waterfront uses. The local municipality may use agreements, site plan control, or other measures to ensure the protection of a

natural shoreline.

The MNRF may require a work permit or crown land tenure disposition for the construction of boat houses, docks, boat launches and flood or erosion control structures. MNRF approvals under the Public Lands Act or Lakes and Rivers Improvement Act may be required prior to development".

Written approval is required from the Ministry of Natural Resources and Forestry under the Public Lands Act or Lakes and Rivers Improvement Act prior to straightening, changing, diverting or interfering in any way with the channel of a watercourse. Dredging and/or filling activities involving the littoral zone shall be discouraged in order to avoid the re-suspension of nutrients from sediments in the waterbody and the destruction of fish habitat. Any such dredging or filling shall require the prior approval of the Ministry of Natural Resources and Forestry and the Federal Department of Fisheries and Oceans.

3.13 AGGREGATE SETBACK

Residential and other sensitive land uses shall not be located within 300 metres of areas intended or used for a licensed pit operation or within 500 metres of areas intended or used for a licensed quarry operation unless it can be demonstrated through a study that such uses will not preclude or hinder existing and future extractive operations. The study must be prepared by a qualified individual(s). Qualified means an individual or company with professional accreditation or specialized training in the specific discipline required, and/or measurable expertise in the relevant field of study.

3.14 HAZARDS

(1) General

Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:

- (a) An institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
- (b) An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or
- (c) Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

(2) Ottawa River Flood Plain

A two-zone approach is applied to all development in the Ottawa River floodplain in

accordance with the Provincial Policy Statement. The more hazardous portion of the flood plain is referred to as the *floodway* and it is managed to restrict new development. The less hazardous portion of the flood plain is referred to as the *flood fringe* and development may be considered conditional on it being adequately flood proofed.

(a) Flood Plain Elevations and Delineation Requirements

The Ottawa River Flood Plain Limit is shown on **Schedule “B” Natural Heritage Features** for information purposes only. In the absence of detailed mapping of the floodway and flood fringe along the Ottawa River, all applications for building permits involving substantial construction on lands affected by the Ottawa River flood plain shall be accompanied by a plan of survey, prepared by an Ontario Land Surveyor at the owner's/proponent's expense, that identifies the one in one hundred year flood elevation and the floodway elevation. However, such an elevation survey shall not be required if it is established to the satisfaction of Council that the entire property is outside the one in one hundred year floodplain.

The estimated elevations are 115.2 m Geodetic Survey of Canada (G.S.C.) for the one in one hundred year flood and 114.2 m G.S.C. for the floodway. These elevations will be identified in the implementing zoning by-law and may be revised by amendment to the zoning by-law only.

(b) Flood Plain Policies

The following policies apply to all applications for building permits involving the construction of buildings and structures on lands affected by the Ottawa River flood plain:

- (i) Buildings and structures including additions and enlargements shall not be permitted on lands below the floodway elevation with the exception of boat docking and launching facilities or improvements that do not increase the size of an existing building or structure;
- (ii) Buildings and structures may be permitted within the flood fringe, provided any habitable or serviced building or structure is adequately flood proofed to a design elevation of 115.5 metres G.S.C.
- (iii) All flood proofing methods shall conform to acceptable engineering techniques and resource management practices. Where more than one (1.0) metre of fill is required for flood proofing, the certification of a qualified engineer shall be required.

(c) Balmer's Bay Road

A section of Balmer's Bay Road close to the Ottawa River is identified by the Ministry of Natural Resources and Forestry as being below the floodway elevation, as shown on **Schedule "B"**. During a one-in-one hundred year flood event, floodwater could isolate development at or south of this section of the Road. In the short term, the guarantee of alternative emergency access through AECL land will enable further development to be considered in accordance with this plan. In the long term, the low section of the road should be flood proofed to within 0.5 metres of the one-in-one hundred year flood elevation.

(3) Hazardous, Unstable and Steep Slopes

Development shall generally be directed to areas outside of hazardous, unstable and steep slopes. Hazardous slopes and unstable slopes will be identified in the Schedules to this Plan as information becomes available. Such areas may also be identified in the implementing zoning by-law.

Development proposed adjacent to a potentially unstable or hazardous slope shall be accompanied by a geotechnical study, prepared by a qualified geotechnical engineer, indicating how development can be accommodated on the site. The Ministry of Natural Resources and Forestry Natural Hazards Technical Guides can be used for the preparation of the slope evaluation. Adjacent lands are defined as 50 metres from the unstable slope.

The lands located in part of Lots 10 and 11, Range "B", geographic Township of Rolph, in the Town of Deep River, containing an unstable slope is identified as Hazardous, Unstable and Steep Slope on **Schedule "A"** and **Schedule "B"**. Development, including the construction of new buildings or additions to existing buildings, occurring on lands adjacent to the unstable slope will require the support of a geotechnical slope stability evaluation.

(4) Wildland Fire

The Provincial Policy Statement defines hazardous forest types for wildland fire as "forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time." Hazardous forest types for wildland fire have not been identified on a Schedule to this Plan, as the current data is pixelated. When a better map becomes available, this data will be shown on a schedule to this plan. Development adjacent to woodlands will be reviewed in accordance with wildland fire risk information and mitigation measures will be implemented, where required.

(5) Septage Spreading

Hauled septage means waste removed from a septic tank. Land application of

septage is regulated by the Province. Development applications adjacent to licensed spreading areas will be reviewed to ensure land use compatibility. Studies that may be required to ensure land use compatibility include a hydrogeological assessment, environmental impact study and odour assessment. Setback requirements from licensed spreading areas will be implemented in the zoning by-law.

3.15 PUBLIC USES

- (1) Public uses include educational, institutional, administrative, cultural and recreational facilities that are owned by a public authority, and public utilities such as natural gas, electricity generation facilities and transmission and distribution systems. Unless otherwise prohibited in this Plan, public uses shall be permitted in all land use designations subject to certain criteria:
 - (a) The site design, and the design of the buildings and structures must be in keeping with the character of the surrounding area and the use will not detract from the primary function of the area;
 - (b) Buildings and structures shall be subject to the policies of this Plan for Environmental Protection areas;
 - (c) Off-street parking shall be adequately provided; and
 - (d) The requirements of the implementing zoning by-law are satisfied.
- (2) Notwithstanding Policy 1 of this section, electricity generation facilities and transmission and distribution systems are permitted in all designations, subject to any regulatory requirements for the utility involved.
- (3) The Town of Deep River shall participate in discussions about the location of all electricity generation facilities and other public uses.
- (4) Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc.

3.16 ACTIVE TRANSPORTATION

Active transportation means human powered travel, including but not limited to walking, cycling, inline skating and travel with the use of mobility aids including motorized wheelchairs and other power-assisted devices moving at a comparable speed. Active transportation increases physical activity, community engagement and social connections; contributes to economic development; provides accessible infrastructure to all segments of

the population; and connects people to parks, open spaces and the natural environment.

It is the intent of this Plan to address active transportation in planning decisions by addressing, where appropriate, such matters as accessibility, density, access to amenities, connectivity/linkages between land uses, provision of sidewalks in new residential plans of subdivision and safety along walking routes. The goal is to achieve a land use pattern composed of housing, employment, recreation, parks and open spaces that promote and use active transportation.

Proposals for active transportation that impact provincial highways, or which would require changes to provincial highway infrastructure, are invited to contact MTO's Regional Offices to discuss their plans.

3.17 STORMWATER MANAGEMENT

The Town of Deep River shall require the use of stormwater management facilities for new development, where appropriate, to mitigate development impacts on stormwater quantity and quality. The Town will promote naturalized stormwater management facilities. Stormwater management facilities shall, where possible, be integrated with parks, open spaces, trails and liner recreational resources. Planning for stormwater management shall:

- (1) Minimize, or, where possible prevent increases in contaminant loads;
- (2) Minimize changes in water balance and erosion;
- (3) Not increase risks to human health, safety and property damage;
- (4) Maximize the extent and function of vegetative and pervious surfaces; and
- (5) Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

A stormwater management plan or report must be reviewed and approved by MTO for those developments located adjacent to or in the vicinity of a provincial highway, where drainage would impact a highway downstream.

Any stormwater that is directed into natural water bodies should comply with the Ministry of the Environment, Conservation and Parks' Stormwater Management Planning and Design Manual and water quality criteria. A Fisheries Act Authorization issued by the Department of Fisheries and Oceans and Endangered Species Act approvals by the Ministry of Natural Resources and Forestry may be required prior to development.

When considering development and redevelopment proposals, the Town shall promote stormwater systems which are resilient to climate change. This may involve the promotion of the use of low impact development (LID) approaches and technologies, such as the use

of green infrastructure to manage stormwater runoff, on-site natural features to protect water quality, use of best management practices and reducing hard surfaces to maximize site permeability.

3.18 ADDITIONAL RESIDENTIAL UNITS (ARU)

Additional Residential Units (ARU) are an efficient and cost-effective means of increasing the supply of affordable accommodations for rental purposes and for providing alternative living arrangements for those, by virtue of their personal circumstances, require the support of others to live on their own.

Additional residential units are considered self-contained residential use with kitchen and bathroom facilities that are within or accessory to a permitted single detached, semi-detached, or row house dwelling. Additional dwellings are also permitted as separate, detached dwellings. Additional residential units must comply with any applicable laws and standards including the building code, the fire code, and property standards by-laws. In accordance with the *Planning Act*, in an urban serviced area (municipal water and sewer):

- a. two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land are permitted as accessory uses, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;
- b. three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land are permitted as accessory uses, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units; or
- c. one residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted as a permitted use, if the detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

Where an ARU is proposed in an area serviced by private septic system and/or private well, policies (a), (b), and (c) above shall apply, however, the issuance of a building permit will require supporting information that the ARU can be serviced by private well and septic system.

In conjunction with a single dwelling, semi-detached dwelling or rowhouse, ARUs will be permitted 'as of right' in certain zones of the implementing Zoning By-law or by amendment to the implementing Zoning By-law. Standards will be established in the Zoning By-law to govern compatibility with the main dwelling and surrounding land uses, parking facilities, size, and servicing standards.

Notwithstanding this policy, the implementation of ARUs does not supersede the need for all development to be in conformity with the natural hazard policies of this plan. No new ARUs shall be permitted within land identified as being floodplain or any other form of natural hazard.

SECTION 4 - POLICIES FOR LAND USE DESIGNATIONS

4.1 LAND USE PLAN

The Town of Deep River shall be developed in accordance with the land use pattern shown on the **Land Use Plan**, attached as **Schedule “A”** to this Plan, as well as to **Schedules “B”, “C”** and **“D”** where they apply. The **Land Use Plan** establishes the pattern of development, in very general terms, by dividing the following land use categories:

LAND USE CATEGORY

- Residential
- Town Centre
- Highway Commercial
- Waterfront
- Institutional
- Open Space
- Rural
- Development
- Environmental Protection
- Waste Disposal

4.2 RESIDENTIAL

4.2.1 Intent

Residential neighbourhoods are the building blocks of the community. The intent of the Plan is to develop neighbourhoods with a mix of housing types designed to meet a range of housing needs. Residential design principles will be used to ensure compatibility between housing of different types, densities and heights, and to ensure the safety and comfort of residents. Lotting patterns will be designed to ensure convenient vehicular and pedestrian flows and access to schools, parks and commercial areas. The character of residential areas will be conserved from the intrusion or impact of incompatible non-residential uses. The form of development will be generally compact, energy efficient and fully serviced. Efforts will be made to maintain existing natural features and/or beautify residential areas with trees and landscaped open space areas.

Within existing neighbourhoods, the focus will be on maintaining the housing stock in good repair and encouraging infill on vacant lots. Change will be gradual where it occurs (e.g. intensification of the existing housing stock, infill on vacant lots or development/redevelopment at a higher density). Development/redevelopment will only be permitted provided there is compatibility with the density and height of existing surrounding development.

Non-residential uses in residential areas will be integrated using site plan control and other tools and may include parks, limited local commercial uses serving the neighbourhood, public service facilities (schools and churches) and utilities.

Special housing needs will be considered where they can be integrated into residential areas with sensitivity. These needs include garden suites, group homes, additional residential units and seniors housing.

To ensure an adequate supply of housing, the Plan maintains an adequate supply of designated land for residential development, provides a strategy for Council intervention in the housing market, encourages infill and intensification in built-up areas, and encourages mixed use housing developments in commercial districts.

4.2.2 Objectives

- (1) To designate lands in order to provide a twenty-year supply for future residential needs.
- (2) To promote “New Urbanism” as the preferred approach to urban design, including the design of new residential subdivisions.
- (3) To encourage affordability and higher densities in new development.
- (4) To support partnerships between the Town and developers to facilitate development and encourage investment.
- (5) To provide predictability to developers and investors in regards to Council’s expectations and requirements
- (6) To facilitate the establishment of medium and high density housing generally within a 10 minute walk (750 m) of the Town Centre.
- (7) The Town will encourage residential development on full municipal services wherever reasonably possible. Rural Residential development will be directed to the Rural designation, where services cannot be reasonably supplied.
- (8) To encourage new residential development in Town, and the conversion of existing buildings and utilization of vacant lands in the Town Centre—Exception designations for residential purposes.
- (9) To broaden the types of tenure and housing available to residents and make the community more attractive to people wishing to live in Deep River.

4.2.3 Permitted Uses

The following uses may be permitted, subject to the relevant policies of this Plan:

- low density dwellings, normally single detached, semi-detached and duplex;
- medium density dwellings, such as row housing;
- high density dwellings, such as apartments;
- social/public facilities, such as schools, churches, parks, day nurseries, resident care facilities;
- local commercial uses;
- bed and breakfast establishments;
- home based businesses;
- office uses;
- Garden units and additional residential units in single detached, semi-detached or row dwelling;
- Additional residential units as ancillary buildings (separate from principal building.”

4.2.4 Policies

(1) General

(a) Housing Densities

Various types of dwellings are permitted in this classification, but similar density types shall generally be located together. The densities of residential development shall not exceed 20, 30 and 75 dwelling units per gross hectare respectively for low, medium and high density developments.

(b) Infill

Where possible, vacant lots in established residential areas shall be built on, in order to consolidate existing development and make cost-efficient use of existing services, before new subdivisions are established. Infilling on lots where services are available shall be encouraged to take place in the first instance.

(c) Intensification

The Town of Deep River will encourage all forms of residential intensification that create a potential supply of new housing units. Residential intensification will be encouraged in the built-up areas of the Town where there is sufficient existing or planned infrastructure to accommodate such development.

It is the intention of Council to permit the conversion of larger single detached dwellings or non-residential buildings where they can be practicably converted to increase the supply of housing. In the conversion of a building, the proponent must demonstrate sufficiency of off-street parking, compliance with the building code, including accessibility for the disabled, if applicable, compatibility with adjacent land uses or low density housing, and the adequacy of municipal services. Conversions of designated heritage buildings will be permitted where the conversion retains the integrity of the heritage or architectural features of the building.

Council's policy is that, through the intensification of land use in existing built-up areas involving infill, redevelopment and the conversion of existing buildings, Deep River will strive to accommodate a minimum of 15 per cent of each year's new residential units within the already built-up urban area. Council will promote opportunities for redevelopment and intensification through the provision of adequate infrastructure and community facilities and through incentives for the reuse of brownfield sites.

(d) Intensification Compatibility Criteria

Compatibility refers to development that 'fits' with the character of a neighbourhood. It does not mean that the development looks the 'same' as neighbouring development; rather, the housing form is similar in size, scale, massing and architectural elements. As an example, attached housing forms could be considered compatible with single detached housing if they were ground oriented and similar in height and architectural details.

Residential infill is permitted subject to compliance with the following criteria:

- (i) Infill development on a property that is larger than the prevailing lot size of the surrounding neighbourhood or existing zoning of the lot may include the following:
 - 1) A possible change in lot size and configuration providing that:
 - a) the proposed lot area and widths should be not less than 80% of the lot area and width prescribed under the predominate or adjacent zoning in the surrounding neighbourhood;
 - b) the proposed lot configuration is similar to the prevailing lot pattern that exists within the neighbourhood; and
 - c) the proposed housing form is consistent in scale and massing to that of the surrounding neighbourhood.

- 2) A change in unit type – unit types such as single detached dwellings, additional residential units, garden suites, semi-detached dwellings, duplexes and triplexes that resemble a single detached dwelling, with an emphasis on orientation to the street.
- (ii) Residential infill must be designed to be compatible with the surrounding neighbourhood and will be evaluated against the following criteria:
- 1) The ability of the existing infrastructure to support the new development.
 - 2) The compatibility of the site design, setbacks, and lot configuration with the existing pattern of development in the area.
 - 3) The compatibility between building massing and the type of dwelling units in the proposed development and the surrounding residential properties.
 - 4) The location, orientation, and visual impact of vehicle access/egress in relation to:
 - (i) adjacent developments
 - (ii) the street; and
 - (iii) the pedestrian environment.
 - 5) Minimizing adverse parking and traffic impacts on the existing neighbourhood.
 - 6) A gradual transition of scale and density through the design of building mass and form, such as:
 - (i) reduction in building heights at the edges of a development;
 - (ii) location of lower density components towards the perimeters of a site; and
 - (iii) concentration of density to the centre of a development or towards a non-residential boundary.

- 7) Retention and preservation of significant trees, other natural vegetation, and environmental features.
- 8) Maintaining adequate light, view and privacy for residents on adjacent properties.

(e) Housing Supply

Council's policy is to maintain a 20 year supply of land designated and available for new residential development and at least a three year supply of residential units in serviced areas in draft approved or registered plans of subdivision.

Council may strategically intervene in the housing market to increase the supply by such measures as:

- (i) Acquiring land within areas designated for residential development.
- (ii) Selling or leasing land for residential development, including preparing plans of subdivision.
- (iii) Co-venturing with the residential development industry to service and sell/lease land for residential development.
- (iv) Partnering with senior levels of government in designing programs or in facilitating residential development.
- (v) Proactively working with landowners in the community to facilitate residential land development through intensification, infill, conversion of non-residential buildings, financing and servicing.
- (vi) Expediting planning approvals.
- (vii) Working with local housing authorities to add to the stock of affordable housing.

(f) Housing Affordability

The Town shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents.

For the purpose of determining "affordability", "**low and moderate income households**" is defined as:

- (i) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- (ii) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

“**Affordable**” is further defined as:

- (iii) in the case of ownership housing, housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- (iv) in the case of rental housing, a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Council’s policy is to establish a minimum target of 25% of new units to be affordable to low and moderate income households.

Affordable housing planning and development should consider the *County of Renfrew 10 Year Housing and Homelessness Plan* (August 2013).

(g) Municipal Services

All residential development shall be adequately serviced with municipal water and sewer services, waste disposal and utilities as a condition of development subject to prior verification that there is adequate capacity.

(h) Group Housing Projects

Group housing projects (e.g. co-operatives and condominiums) that involve more than one building, containing one or more dwelling units, on the same lot may be permitted provided the policies for medium and high density uses in **Subsection 4.2.4(3)** will be met to Council’s satisfaction.

(i) Housing for Seniors

The Town of Deep River has a significant percentage of residents that are seniors. Council supports the creation of an arm’s-length corporation, headed by residents with strong experience in successful community projects that will:

- (i) Examine the viability and feasibility of various seniors’ housing options for the Town of Deep River.

- (ii) Prepare a housing strategy that includes recommendations for developing and financing a preferred model(s) that will meet the housing needs of seniors;
- (iii) Implement a housing strategy and preferred seniors housing model(s).

Housing for seniors should be designed for their particular needs e.g. functional layouts that minimize stairs, optimize natural light and ventilation, incorporate security measures, minimize maintenance, provide easy access to services (postal and neighbourhood-serving uses). Walkways and access points shall be constructed to provide for safe passage e.g., width, height clearance, grade, material composition, barriered against vehicular use, and lighting.

(j) Transportation and Access

Access to adjacent streets shall be governed through zoning and the use of site plan control. In the design of medium and high density residential projects, an assessment will be made as to the capacity and type of street to accommodate projected traffic volumes. Access and egress points shall be of an appropriate width and shall be set back from any adjacent street intersection. Access points that may be unsafe will not be permitted.

Where a draft plan of subdivision is proposed abutting or in the vicinity of a provincial highway (Highway 17 corridor), the layout of the subdivision should be designed such that the lots back onto the provincial highway and front onto a local internal road.

(k) Energy Conservation

Energy conservation will be promoted by considering the orientation and massing of buildings to take advantage of solar gain, by using vegetation to shield buildings from wind and provide shade from summer sun, by encouraging pedestrian and bicycle usage over motorized travel, and by considering alternative development standards.

(l) Barrier Free Access

Barrier free access shall be provided to all buildings where required by the *Building Code*, also:

- (i) providing handicapped parking for all high density residential developments and non-residential uses where public access is

required;

- (ii) by making provisions in the zoning by-law for barrier free access to all residential buildings;
- (iii) by ensuring the street and sidewalk surfaces are constructed and maintained to permit barrier free passage and that slopes do not exceed 5% (1:20) (e.g. ramps, sidewalks, pedestrian walkways); and
- (iv) by ensuring that retrofitted buildings include barrier free design features.

(2) Low Density Uses

- (a) The dwelling units considered suitable in low density areas are single unit residential, semi-detached, duplex and triplex dwellings.
- (b) Council shall ensure that the amenity of such areas is preserved and that different types of structures shall be mutually compatible.

(3) Medium and High Density Uses

- (a) In medium and high density areas, the intent of this Plan is to permit multiple residential uses, such as townhouses, 3-storey apartments, maisonettes, and high rise apartment dwellings. Council may utilize Section 37 of the *Planning Act* to encourage higher density residential development in accordance with **Section 6 - Implementation** of this Plan.
- (b) Medium and high density uses shall be encouraged to locate in or within walking distance of the Town Centre or in areas where the criteria as outlined in subsection 3 below can, in the opinion of Council, be met.
- (c) Medium and high density uses shall be located in close proximity to schools, parks and local shopping facilities, and with convenient access to collector roads. In addition, regard shall be had to the compatibility of such development with surrounding land uses, and such uses shall be designed to integrate with the adjacent uses in order to produce a pleasant residential environment.
- (d) Medium and high density uses shall require on-site amenities, such as landscaping and play areas, proper vehicle and pedestrian access to avoid traffic congestion and danger to pedestrians, and adequate on-site parking to ensure that resident and visitor parking is readily available. Landscaping shall be used to buffer and screen non-residential development or incompatible features or structures (e.g. acoustical intrusions, waste

receptacles, storage or outdoor display areas) from residential areas. Landscaping should be used to both shade and obscure parking areas. Existing natural vegetation will be conserved wherever possible and/or enhanced with additional tree planting along street boulevards using healthy native species stock.

- (e) Communal open space within a medium and high density use should be planned to link up with proposed or existing pedestrian systems and public parklands.
- (f) Ground floor commercial uses, including professional offices, shall be permitted in apartment buildings to serve the daily needs of the inhabitants therein without amendment to this Plan.
- (g) Service areas for delivery and waste disposal pickup shall be provided for all medium and high density residential developments and shall be located to minimize or avoid any incompatibility or health safety concern from residential buildings on the same or an adjacent property.
- (h) Fire Protection: all new proposals for residential development shall provide adequate vehicular access and circulation for firefighting and other emergency vehicles and equipment. This may include dedicated or posted fire lanes. Best practices shall be used to achieve the same objective for retrofitted buildings or redevelopment projects.

(4) Local Commercial Uses

- (a) Local convenience stores necessary to serve the day-to-day needs of the immediate surrounding residential area may be permitted in a separate zoning category without amendment to this Plan. Where necessary, special measures such as increased yards and parking, landscaped buffer strips, etc., may be required in order to protect the amenities of the surrounding residential area.
- (b) Local commercial uses shall generally be restricted to collector roads. Service stations may only be permitted on arterial roads.
- (c) Local commercial uses shall generally be restricted to only commercial uses in the same building or on the same lot. Residential units may only be permitted in conjunction with a commercial use on the same lot or within the same building where the open space and other amenities normally associated with a residential use are provided on the lot.

(5) Bed And Breakfast Establishment

- (a) A bed and breakfast establishment shall be permitted within a single detached dwelling provided the exterior physical character of the dwelling is not altered. The single detached dwelling must clearly be the principal use of the land and the bed and breakfast clearly an accessory use to the dwelling. A bed and breakfast establishment shall be defined as a single detached dwelling in which guest bedrooms are provided for gain as temporary accommodation on a daily basis. Such establishments must have the proprietor living on the premises. The local health unit or delegate shall be consulted when a new bed and breakfast establishment is proposed to accommodate nine or more guests and, if required, approval of this agency shall be first obtained before a bed and breakfast establishment begins operating. The implementing zoning by-law shall define a bed and breakfast use and the appropriate residential zones where they may be permitted and the zone provisions that apply to this use. (Reference should also be made to the applicable urban design principles of **Section 6** in reviewing applications for a bed and breakfast establishment.)

(6) Home Based Business

- (a) In order to recognize changing lifestyles and to provide for economic development opportunities within the community, it is the policy of Council to permit home occupations, including professional and personal services, as accessory uses to any permanent residential use, provided that the occupations are small scale; compatible with residential uses; not unsightly, noisy or hazardous; and carried on entirely within the residence. Specific provisions relating to matters such as parking, size and permitted uses shall be included in the implementing Zoning By-law.
- (b) Entrances serving home occupations, industry or businesses located adjacent to provincial highways require the approval of the Ministry of Transportation. Typically, the Ministry of Transportation will require that the property owner obtain an entrance permit and a sign permit if necessary. As a condition of these permits, the Ministry of Transportation requires the property owner to acknowledge that the use of their existing entrance cannot be converted to a commercial entrance in the future and that an additional entrance will not be permitted to accommodate the home occupations, industry or business. In addition, the Ministry of Transportation would not support a future severance that would result in a separate entrance to a business and one for the retained parcel.

(7) Office Uses

- (a) Certain compatible office uses may be permitted in a separate zoning category, without amendment to this Plan, provided that adequate measures are taken to ensure that the residential character of the surrounding

neighbourhood is not adversely affected. No office use will be permitted that will be detrimental to the residential character of the area by virtue of obtrusive lighting or signs, parking requirements, traffic flows or undue evidence of commercial activity.

- (b) Provisions shall be made for adequate buffering, as defined in **Section 3.3 - Buffering** of this Plan, between office uses and any adjacent residential uses.

A permitted office use may include a residential use on the same lot, if the open space and other amenities normally associated with a residential use are provided for on the lot.

(8) Garden Suites

- (a) In order to provide an alternative housing type, a garden suite may be permitted as one temporary detached dwelling unit on the same lot as an existing dwelling provided that:
 - (i) The construction complies with the Ontario Building Code and the Canadian Standards Association where applicable;
 - (ii) The unit is designed and installed to be temporary and removable;
 - (iii) The appropriate environmental approvals are obtained;
 - (iv) The owner demonstrates to the satisfaction of Council that the impact on neighbouring uses will be minimal. To achieve this, site performance standards will be established in the implementing zoning by-law;
 - (v) The property owner enters into an agreement with the Town describing the requirements for installation, maintenance, and removal of the unit; the period of occupancy of the unit; and the form of security to be provided by the owner.
- (b) Permission for the establishment of a detached dwelling unit, as described above shall be controlled by means of a rezoning to a temporary use in accordance with Section 39.1 of the *Planning Act*. Council shall determine the period of time that is appropriate for the authorization of the temporary use, taking into account the circumstances of each case and the governing legislation.
- (c) Before granting further periods of authorization for the same property and

owner, Council shall be satisfied that the performance during the initial period was acceptable and that the use will continue to meet the provisions of the preceding paragraph (1).

(9) Group Homes

- (a) A group home is a single housekeeping unit in a residential dwelling in which up to ten (10) persons, excluding staff or the receiving family, live as a unit under responsible supervision consistent with the requirements of its residents and which is licensed or approved under Provincial Statute. Group homes shall be permitted in all designations that allow residential uses, in accordance with the respective development criteria.

4.2.5 Exceptions

(1) Residential – Exception One (Former Morison School Property)

Notwithstanding any policies of this Plan to the contrary, for the lands designated Residential – Exception One on the **Land Use Schedule** and described as Block E, Plan 331, in the Town of Deep River, and located at the corner of Avon Road and Frontenac Crescent, the following provisions shall apply:

(a) Permitted Uses

- Medium and high density residential uses
- Business and professional offices and services
- Institutional uses including public/government buildings, health care facilities, and social services and cultural facilities
- High Tech Research Facilities

(b) Special Policies

The following policies shall apply:

- (i) All new development shall comply with the policies of **Section 3 – General Policies** of the Official Plan and all relevant policies of this Plan.
- (ii) Development and redevelopment in the Residential – Exception One designation will provide a mix of uses that will support the planned function of the Residential designation and will not adversely affect the function of the Town Centre as a place to work, shop and visit.
- (iii) Uses that require outdoor storage, involve the processing or manufacturing of materials or goods, or that produce emissions (i.e.,

noise, vibration, odour, air or water) shall not be permitted.

(2) Residential – Exception Two (Recreational Residential)

The area designated “Recreational Residential” delineates an area of land adjacent to the Deep River Golf Course where alternative development standards may be utilized in the development of medium and/or high density residential development. The unique location and recreational attributes of the golf course and Four Seasons’ lands, makes the site a lifestyle choice for residents desiring a stimulating outdoor environment.

(a) Permitted Uses

The following uses may be permitted, subject to the relevant policies of this Plan:

- Medium or high density residential development and accessory uses such as a recreation centre, health/fitness facilities;
- Parks and open space

(b) Special Policies

All development within the Residential – Exception Two (Recreational Residential) shall comply with the policies for medium and high density residential development of this Official Plan and be on full municipal services.

(3) Residential – Exception Three (56 Glendale Avenue)

The area designated Residential – Exception Three located at 56 Glendale Avenue, may be utilized for a business on a primary or principal use basis, based on meeting certain development standards and criteria. The intent is to provide alternative low cost venues for a start-up or incubator stage business.

(a) Permitted Uses

- High technology research facilities;
- professional office uses.

(b) Special Policies

The Residential dwelling unit may be utilized for the uses of the Residential – Exception Three designation if they comply with the following development criteria:

- (i) Compatibility with adjacent and surrounding residential neighbours must be respected and maintained by the business and its operation;
- (ii) The residential character of the exterior and landscaped grounds of the dwelling unit shall not be altered, if it makes the structure visually or physically “out of character” with the surrounding residential lands and buildings;
- (iii) Maintenance of the front, rear and side yards shall be consistent with that of the residential neighbourhood;
- (iv) A single sign may be utilized by the business, which must meet the requirements of the Municipality’s Sign By-law; if a sign is utilized it shall be attached to the dwelling unit and not be freestanding;
- (v) Only dwelling units accessed by a rear lane shall be permitted to convert;
- (vi) All employee and customer parking shall be provided for on the subject lands at the rear of the property, with access provided via the rear laneway;
- (vii) Only single detached and semi-detached residential units may be utilized;
- (viii) A maximum of five (5) employees shall be employed where a single detached dwelling is utilized and three (3) in a semi-detached;
- (ix) No wholesale or retail display or sales area shall be permitted on the premises;
- (x) Accessory attached or detached buildings such as a garage, may be utilized for storage/shipping or in conjunction with the principal use;

If the proposal meets these minimum standards, Site Plan Approval and a Zoning By-law amendment would be required. The public will have an opportunity to evaluate the implications of any proposal and have input into the decision making process.

(4) Residential – Exception Four (225 Pine Point Road)

Notwithstanding the permitted uses in Section 4.2.3 Permitted Uses and any other policies of this Plan to the contrary, for the lands located at 226 Pine Point Road within Part of Lot 8, Range “B”, geographic Township of Rolph, now in the Town of Deep River and designated Residential-Exception Four on Schedule “A” to this Plan,

the following provisions shall apply:

- (a) Permitted Uses
 - Additional single detached dwelling
 - Existing accessory buildings and structures

(5) Residential – Exception Five (Pine Point Trail Subdivision)

Notwithstanding the policies of Sub Section 4.2.4 (g) of Section 4.2 Residential, and the policies of Section 5.2 Water Supply and Sewage Disposal, for the lands designated Residential - Exception Five, infilling and rounding out of residential development may proceed in accordance with partial services including municipal water and private individual sewage systems. The following provisions shall apply:

- (a) Residential development must be designed to be compatible with the surrounding neighbourhood and will be evaluated against the following criteria:
 - (i) The ability of existing and proposed municipal roads, water, and private septic system infrastructure to support the new development.
 - (ii) The compatibility of the site design, setbacks, and lot configuration with the existing pattern of development in the area.
 - (iii) The compatibility between the massing and type of dwelling units in the proposed development and the surrounding residential properties.
 - (iv) Minimizing adverse parking and traffic impacts on the existing neighbourhood.
 - (v) Retention and preservation of significant trees, other natural vegetation, and environmental features.

4.3 TOWN CENTRE

4.3.1 Intent

The area designated "Town Centre" on **Schedule "A", Land Use Plan** comprises the existing central commercial development, the Town Hall, and other lands that are or could be developed for similar purposes. The intent of the designation is to provide flexibility for land use change that will enhance the function and economic health of the central area. This will lead to a blend of commercial, institutional and residential uses. The policies are meant to clarify the role of the Town Centre as a place where residents would normally go to purchase goods and services without the need to drive.

4.3.2 Objectives

- (1) To ensure that the Town Centre functions as the primary administrative and central

market place for the residents of Deep River.

- (2) To strengthen the role of the Town Centre by designating additional lands, and by allowing the consideration of multi-purpose developments and additional retail/commercial development.
- (3) To promote visual and functional improvements to the Town Centre.
- (4) To protect the view of the Ottawa River.
- (5) To promote use of vacant lands for high density development.

4.3.3 Permitted Uses

The following uses may be permitted, subject to the relevant policies of this Plan:

- Commercial Uses: including retail stores, business and professional offices and services, eating establishments, hotels, financial institutions, and personal services;
- Institutional Uses: including public/government buildings, an innovation centre, health care facilities, and social services and cultural facilities;
- Residential Uses: dwelling units over stores and apartment buildings;
- Parks and Open Space uses;
- Mixed Use developments which combine any of the aforementioned permitted uses.

The following types of uses shall not be permitted:

- Automotive-related uses involving gas pumps, service bays and/or sales lots;
- Commercial uses requiring outdoor storage.

4.3.4 Policies

- (1) Council will encourage new development and redevelopment in the Town Centre that reinforces the function of the area as a place to work, shop and visit. The addition of a significant residential component to that function will also be considered.
- (2) The Town Hall is the focal structure in the Town Centre. Any development in the Town Centre should be designed to be compatible with the architecture, orientation and amenities of the Town Hall.
- (3) Business and retail enterprises that cater to the immediate needs of office workers and residents located in the Town Centre, specialty retail stores and services, financial institutions and grocery stores are considered to be vital components of the Town Centre.

- (4) The needs of pedestrians must be addressed in any development proposal. In particular, there should be some features providing protection from the elements, parking areas should be close and conveniently linked by walkways to businesses.
- (5) Council recognizes that the amount of vacant land in the Town Centre is limited. Therefore, it is understood that development must be accomplished through a combination of infilling, conversion from single residences to the desired uses and total redevelopment of certain properties.
- (6) Some significant views of the Ottawa River must be retained or created by development within the Town Centre. In particular, there should be such a vista on the north side of Ridge Road from the Post Office to Champlain House.
- (7) Council will ensure that the supply of vehicular and bicycle parking spaces is adequate to serve developments within the Town Centre, according to current standards. Council will consider a reduction of the required vehicular parking spaces for new development only if an acceptable parking needs study for the Town Centre is completed.
- (8) Compatibility between adjacent uses within the designation or an abutting designation will be considered in the design of any new uses.
- (9) Council will encourage the removal of overhead wires when redevelopment is in progress.
- (10) The arrangement of land uses within the Town Centre will be controlled through the implementing Zoning By-law as deemed necessary to meet the concept and enhance the function of the area, or to promote compatibility with abutting uses in peripheral designations. In particular, this policy shall apply to prohibit the use of property adjacent to the Campus for retail purposes unless justified through appropriate studies and supported through public review.
- (11) Linkage between the Town Centre and the Recreational Waterfront area will be promoted. This will be achieved through the establishment and maintenance of pedestrian walkways, the design of roads, and the use of common themes in landscaping and signs.

4.3.5 Town Centre – Exception One

(1) Intent

The lands designated “Town Centre – Exception One” on **Schedule “A” Land Use Plan**, primarily lie adjacent to or in close proximity to the Town Centre designated area. Some of the lands designated as “Town Centre – Exception One” comprise

parcels of land with existing buildings on them such as the former A&P store site; the former Keys Public School and the AECL garage site. The intent of the designation is to allow all the land uses currently permitted in the “Town Centre” designation, but also an additional wider range of uses of a technical, residential and light industrial nature.

(2) Objectives

- (a) To encourage high density residential development on vacant lands located in the downtown core.
- (b) To encourage redevelopment of aging buildings on large lots in the Town Centre.

(3) Permitted Uses

The following uses may be permitted, subject to the relevant policies of this Plan:

- All the uses permitted within the Town Centre designation;
- High tech research facilities;
- Light manufacturing/assembly within a wholly contained building with no outside storage;
- Places of entertainment, cultural tourism, health/fitness facilities and education including theatres, cultural centres, museums, archives, tourist facilities, daycare facilities and schools; parks and open space;
- Restaurants;
- Commercial lodging;
- Seniors housing;
- Medium and high density residential uses

(4) Policies

- (a) Council will encourage new development and redevelopment of the lands located within the Town Centre – Exception area that supports and reinforces the function of the Town Centre as a place to work, shop, recreate and visit;
- (b) The Town Centre – Exception area provides a significant opportunity to create a much broader range of housing types and tenure in the community, which could be attractive to a large age cohort that is aging and downsizing;
- (c) All new development and redevelopment within this designation shall be subject to Site Plan Control;
- (d) Compatibility between adjacent uses within the designation and abutting

designations shall be considered in the design of any new uses;

- (e) Maintaining and improving pedestrian, wheelchair and bicycle linkages between this designation and the Town Centre shall be an important consideration in the approval of projects;
- (f) Projects which generate large truck traffic, heavy traffic volumes, emit noise, dust and/or odour shall not be permitted.

4.3.6 Town Centre - Exception Two

(1) Policies

For the lands designated Town Centre – Exception Two on **Schedule “A”, Land Use Plan**, in addition to the permitted uses listed under **Section 4.3.3**, dwelling units shall be permitted on the first floor.

4.4 HIGHWAY COMMERCIAL

4.4.1 Intent

The lands designated “Highway Commercial” on **Schedule “A”, Land Use Plan** are located along Highway 17 and comprise a mixture of land uses such as retail sales, service commercial, light industrial, professional offices, large format automotive and hardware store outlets, warehousing, interspersed with vacant lands.

The intent of this designation is to recognize, strengthen and maximize, the regional marketplace role played by the trans-Canada highway in the economic base of the Town of Deep River and the municipalities in close proximity – the Town of Laurentian Hills; the Township of Head, Clara and Maria and the Town of Petawawa.

The highway corridor is an area for significant commercial and industrial expansion that complements the Town Centre. Efforts will be made to connect these areas through suitable walking areas for pedestrians. The Town of Deep River will encourage developers to contact the Ministry of Transportation (MTO) regional offices with respect to providing suitable walking areas for new developments within the MTO corridor.

Highway 17 is under the Jurisdiction of the Ministry of Transportation (MTO) under the Public Transportation and Highway Improvement Act (PTHIA) and will also be subject to MTO approval and design standards.

4.4.2 Objectives

- (1) To recognize and enhance the regional role performed by the Trans – Canada Highway corridor within the economic base of the Town of Deep River.

- (2) To promote land uses that rely on convenient access and exposure to Highway 17.
- (3) To collaborate with private property owners and the Ministry of Transportation for the creation of a service road on the southern side of the Highway 17
- (4) To provide a broader range of development opportunities by designating additional lands for commercial and industrial purposes and further diversify the economic base.
- (5) To promote an attractive appearance along the highway corridor.

4.4.3 Permitted Uses

The following uses may be permitted subject to the relevant policies of this Plan:

- Commercial uses typically dependent on or associated with heavy traffic flows including hotels, motels, restaurants and automotive establishments such as vehicle dealerships, service stations, repair shops and gas bars;
- Commercial uses that require large land areas because of floor area, parking needs or storage needs such as building supply stores, garden supply centres, automotive supply stores, home improvement, furniture, discount goods, electronics and warehouse outlets;
- Highway commercial, light manufacturing, assembly, high tech scientific research, and development including assembly, transportation terminals;
- Grocery stores;
- Large format retail uses, conditional upon a favourable retail market demand study as set out in the policies of **Subsection 4.10.4(1)**;
- Commercial or publicly-owned uses geared to tourists such as small parks, interpretive/information centres and museums, retail outlets for the work of artists and artisans;
- An innovation centre

4.4.4 Policies

- (1) Uses in the Highway Commercial designation shall be designed to provide a high quality aesthetic appearance. The following additional guidelines and criteria shall be followed on lands being developed or redeveloped within this designation in addition to **Section 3.3(2)**:
 - (a) new development should improve and harmonize streetscape appearance with neighbouring uses;
 - (b) new development shall be supported by plans showing sufficient parking and safe maneuvering for vehicular traffic;

- (c) individual entrances (based on MTO criteria and approvals) should be kept to a minimum; mutual entrances, service roads, maneuvering lanes and clear, consistent signs should be used to ensure traffic safety. Linked parking areas between adjacent businesses should be encouraged to reduce the number of turns onto and off Highway 17;
 - (d) landscaping should be provided between the traveled portion of Highway 17 and any adjacent service road, parking lot commercial use or industrial use;
 - (e) outside storage shall be well removed and/or screened from Highway 17;
 - (f) pedestrians should be able to circulate among the commercial establishments on the south side of Highway 17. A sidewalk along the Highway must be continued in all developments and redevelopments. The cost of this work shall be incurred by the developers;
 - (g) sites located adjacent to collector roads shall provide sidewalks parallel to the street, to safely separate pedestrian and vehicular traffic.
- (2) The full depth of the lands designated Highway Commercial should be utilized in an economically sound and efficient manner. To this end:
- (a) Lands closest to Highway 17 should be assigned to those commercial uses that require proximity and visibility to the tourist or business traffic for the successful marketing of products and services;
 - (b) A commercial use with large space or outdoor storage requirements should be further back from Highway 17 unless it can be shown to the satisfaction of Council that the preceding paragraph (a) applies;
 - (c) Light industrial and warehouse uses should be located on the south side of McConnell/Walker's Creek and Kennedy's Creek with access via Boundary Road.
- (3) Commercial uses should be oriented and designed to relate to each other so that a non-linear character is produced. Therefore, there should be groupings or clusters of uses around internal roads, parking areas, or walkways.
- (4) The lands owned by the Town may be opened in phases into a "prestige business park", which is well landscaped with attractive signage, complete with an internal street; development could be best facilitated by plan of subdivision and the removal of part lot control to create individual lots as needed, from larger "blocks". The park should be at least partially serviced to facilitate quick building permits for prospective businesses.

- (5) The Town will encourage the establishment of a recreational walking trail along Kennedy and Walker's Creeks together with treed picnic area(s) to encourage motorists to stop and stretch. A visitor information/display centre would be a permitted use and assist in stopping traffic along corridor. The recreational trail lands may be acquired as part of the 2% parkland requirement for new commercial and industrial development.
- (6) The creation of a service road on the South side of Highway 17 as shown on **Schedule "C"** to this Plan is conceptual only. The exact location of any new roads or signalized intersections are subject to final approval by the Ministry of Transportation (MTO).
- (7) The Town of Deep River will encourage developers to contact the Ministry of Transportation (MTO) regional offices with respect to providing suitable walking areas for new developments within the MTO corridor;
- (8) The Ministry of Transportation's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval.

4.5 WATERFRONT

4.5.1 Intent

The intent of the waterfront designation is to delineate one area from the entire shoreline of the Ottawa River within the Town, where a range of commercial, recreational and residential development will be welcome. The remainder of the waterfront is intended to receive minimal alterations and to remain an important community feature.

The marina area of the Town of Deep River is the desired focal point for more intensive use of the waterfront. To facilitate economic growth in this area and to recognize the potential for enhancing recreational amenities and economic opportunities, this area is designated Waterfront – Yacht and Tennis Club and Waterfront – Keys Centre Property. The remaining waterfront will be an overlay designation where the underlying designations shall apply, subject to the policies of the Waterfront Designation.

4.5.2 Objectives

- (1) To define the marina area as a focal point of commercial, recreational and multi-unit residential development along the shoreline of the Ottawa River.
- (2) To maintain public access along the Ottawa River Waterfront;
- (3) To protect access to the waterfront through maintenance and development of

important access points that link the waterfront to other parts of the community, particularly the Town Centre;

- (4) To encourage community recreation and tourism at appropriate locations on the waterfront through maintenance and improvements of facilities and natural features;
- (5) To ensure that the Riverbank Park area is preserved as public open space.

4.5.3 Overlay Policies

- (1) The Waterfront designation is shown on **Schedule “A”, Land Use Plan**. New uses must first satisfy the policies of this Waterfront designation before they are tested against the other relevant policies of this Plan, including those of the underlying designation.
- (2) The shoreline allowance originally established along the Ottawa River shall be identified as the preferred location of a shoreline walkway linking the entire shoreline. If the shoreline allowance has been transferred to private ownership or if the allowance does not afford convenient, safe access, an alternative walkway alignment should be determined and signed.
- (3) Encroachments by structures or other obstructions on the shoreline allowance shall not be permitted. In this regard, the municipality should enter into encroachment agreements to allow existing structural encroachments on the allowance with the objective of ultimately removing the encroaching structures. The Municipality will not close or transfer ownership of any shoreline allowance to private ownership and may consider shoreline acquisition if and when lands become available and budgets allow.
- (4) In proposing the development of lands in the Waterfront designation, the applicant shall be required to provide a planning justification report that demonstrates how the proposal meets the intent and objectives of the Waterfront designation and how it is consistent with the goals and policies of this Plan and with good planning. If an official plan amendment is required because the proposed use does not conform to the underlying designation, the aforementioned justification shall form part of the basis of the amendment. The Municipality may obtain independent advice on the appropriateness of the proposal and the reasonableness of the justification provided in support of the proposal.

(County of Renfrew Modification No. 1)

- (5) All development in the Waterfront overlay designation shall be subject to site plan control. *Notwithstanding, residential development of 10 dwelling units or less shall not be subject to site plan control if located greater than 120 metres from the shoreline of a waterbody.* All site plans shall be reviewed to determine the

relationship of any building to public sight lines of the Ottawa River and where feasible adjustments shall be made to preserve these public sight lines.

- (6) The policies for Water Setback and Protection of Shoreline Integrity (**Section 3.12**) and the policies for Environmental Protection areas with respect to works on shorelands (**Section 4.8**) shall apply for the Ottawa River.
- (7) Public access to the shoreline shall not be denied on public lands adjacent to the Ottawa River. Development shall be designed to promote the use of access trails along the shoreline. The waterfront shall be retained in municipal or public ownership.

4.5.4 Marina Policies

- (1) The lands known as the marina and the associated lands consisting of the Keys Centre Property and the Deep River Yacht and Tennis Club shall form the focus for waterfront activities within the Town of Deep River. In this regard, these lands may be used for a range of commercial, recreational and multi-unit residential purposes in accordance with special waterfront policy exception designations. This area shall be developed in such a way as to integrate with the adjacent institutional uses and the Town Centre through vehicle and pedestrian access, landscaping, signage and structural placement and design. Adjacent residential uses shall be buffered through the placement of buildings and the use of landscaping and design.

4.5.5 Waterfront – Yacht and Tennis Club

(1) Intent

The intent of the Waterfront – Yacht and Tennis Club designation on **Schedule “A”, Land Use Plan** is to be a focal point for intensive recreational activities and facilities and for commercial development activities associated with the waterfront.

(2) Permitted Uses

The following main uses may be permitted, subject to the relevant policies of this Plan:

- Conference centres
- Innovation centre
- Recreation facilities
- Commercial accommodations
- Parks and open space
- Commercial uses, including retail stores, businesses and professional offices, eating establishments, marine-related services and personal services shall be permitted as ancillary uses to a main use, subject to the

- relevant policies of this Plan.
- Mixed use developments that combine high-density residential uses such as apartments, with commercial accommodations or conference centres shall be permitted, subject to the relevant policies of this Plan.

(3) Policies

- (a) Development shall take place in such a way as to integrate with the adjacent institutional uses and the Town Centre through vehicular and pedestrian access and landscaping and design. Adjacent residential uses shall be buffered through the placement of buildings and the use of landscaping.
- (b) Buildings and facilities on land shall be designed to harmonize with the waterfront setting, with particular regard to the vistas of the Ottawa River and the far shore. The implementation of this policy may include limitations on building height in the zoning by-law.
- (c) Council shall ensure that appropriate public facilities, such as washrooms and change rooms are available for visitors to the beach and marina.
- (d) All new development and redevelopment within this designation shall be subject to Site Plan Control and be architecturally compatible with the Town Hall;

4.5.6 Waterfront – Keys Centre Property

(1) Intent

The Waterfront – Keys Centre Property on **Schedule “A”, Land Use Plan** is intended to become a commercial/residential focal point for new development that focuses on the waterfront and at the same time supports the uses and activities of the Town Centre.

(2) Permitted Uses

The following main uses may be permitted, subject to the relevant policies of this Plan:

- Conference centres
- Innovation centre
- Recreation facilities
- Commercial accommodations
- Parks and open space
- Medium and high density residential uses
- Institutional uses

(3) Policies

- (a) Development shall support and reinforce the function of the Town Centre as a place to work, shop, recreate and visit.
- (b) New medium or high density residential uses shall comply with the policies of the Residential designation in this Plan.
- (c) All new development shall meet the Design Criteria of **Section 3.1** and be architecturally compatible with the Town Hall.
- (d) Compatibility between adjacent land uses within abutting designations shall be considered in the design of new uses.
- (e) New development will be designed to address how pedestrian, accessibility and bicycle linkages will access the Town Centre.
- (f) Projects which generate large truck traffic, heavy traffic volumes, emit noise, dust and/or odour shall not be permitted.
- (g) Proposals for medium or high density residential or commercial development shall include a second entrance to the site that is located away from the existing adjacent low density residential uses on River Road.
- (h) All new development within this designation shall be subject to Site Plan Control.

4.6 INSTITUTIONAL**4.6.1 Intent**

The areas designated "Institutional" on **Schedule "A", Land Use Plan** contain the major facilities and associated lands that are used in common by a number of people for some public purpose and that are likely to remain dedicated to such use. Such facilities may be owned by public or quasi-public agencies or by private interests. As well as identifying those major institutions, the policies of this designation will provide guidance for the use and development of the institutions that are permitted in other land use designations.

4.6.2 Objectives

- (1) To enable an appropriate integration of institutions and related amenities with other land uses.
- (2) To encourage the development of social services facilities such as day care centres,

seniors residences, social centres and nursing homes.

- (3) To encourage partnerships between the Town and CNL in planning for and investing in community facilities.
- (4) To promote the development of a new community centre that will provide a range of community recreation facilities for residents, service clubs and community organizations.

4.6.3 Permitted Uses

The following uses may be permitted on land designated Institutional, subject to the relevant policies of this Plan:

- arenas;
- assembly halls;
- community centres;
- an innovation centre;
- day nurseries;
- schools;
- churches;
- cemeteries;
- Town utilities;
- hospitals;
- libraries;
- nursing homes;
- homes for the aged;
- similar public and private institutions;
- ancillary uses such as parking lots, accessory residences and open space and parks.

4.6.4 Policies

(1) General

- (a) Institutional uses shall be located strategically according to function, to integrate well with adjacent uses, to improve services to different sectors of the Town and to provide maximum benefits and efficiency for the users of the facility as well as for the Town.
- (b) Adequate off-street parking shall be provided.
- (c) Council encourages the use and development of institutional buildings for multiple purposes.

- (d) As permitted institutional uses are very broad in nature, not all uses may be appropriate in all areas. Council may create separate institutional zoning categories in the implementing zoning by-law as required.

(2) New Community Centre Facility

Council will work in partnership with interested community groups and organizations toward the development of a new community centre facility. The community centre facility would be located on Town-owned lands in the vicinity of the existing arena. The community centre would serve as a community hub that would include a range of new and updated recreational, business and community service activities. Potential uses in the community centre may include:

- (a) Updated recreation facilities including a new arena, curling club and/or golf clubhouse and community hall facilities.
- (b) New recreation facilities such as an indoor swimming pool, exercise facilities, squash/racket club facilities.
- (c) New facilities for service clubs and other interested community groups and organizations with a focus on facilities and services for all ages.

Council will undertake a cultural and recreational feasibility study prior to proceeding with plans for the construction of a new community centre facility.

4.7 OPEN SPACE

4.7.1 Intent

The areas designated "Open Space" on **Schedule "A", Land Use Plan** comprise the Town's system of major parks and open space, and the features and facilities used for outdoor recreation. It is proposed that these areas remain dedicated to open space and recreation. Since parklands may be included in other land use designations, the policies of this designation are meant to provide some guidance for the use of those other parklands.

4.7.2 Objectives

- (1) To designate the major parks and open space areas that should not be subject to any future change in use.
- (2) To prioritize pedestrian connections in parkland dedication for new subdivision development.
- (3) To enable the Town to enhance its open space system.

4.7.3 Permitted Uses

The following uses may be permitted on land designated Open Space on **Schedule "A", Land Use Plan**, subject to the relevant policies of this Plan:

- natural parks and open space areas;
- marinas and yacht clubs;
- tennis courts and clubs;
- golf courses;
- playing fields;
- children's playgrounds;
- picnic areas;
- trails for walking, running, cycling and skiing;
- ski hills;
- other similar uses associated with active or passive recreation, or with outdoor cultural activities.

4.7.4 Policies

- (1)
 - (a) Wherever possible, new open space and park areas should be designed and located to enhance a system composed of waterfront lands, green spaces, parks, playgrounds, walkways and trails, and buffers.
 - (b) Linkages between major institutions, the Town Centre and the waterfront should be maintained or established.
 - (c) Components of the open space system should be located so as to ensure that individual neighbourhoods have convenient and safe pedestrian access to them.
- (2)
 - (a) Lands that are designated under this Plan as "Open Space" and owned by the Town cannot be conveyed to a private owner without an amendment to this Plan, except for minor property adjustments.
 - (b) Other municipal parklands, contained in a different designation under this Plan, will be zoned in a category in the implementing zoning by-law that none the less identifies the parks and open space aspect.
 - (c) Generally, the Town will not consider disposing of municipal open space and recreation lands unless such lands do not have a function within the open space system, as defined in policy (1) of this subsection, and provided that,
 - (i) if the land is to form an independent lot, it should not be a landlocked parcel and the relevant requirements of the implementing zoning by-

law must be complied with;

- (ii) if the land is to be attached to an abutting property, the land to be sold must form a natural and logical extension of the abutting property;
 - (iii) if the land to be sold is a part of a larger parcel, the location and configuration of the portion remaining should be rational or the concurrent acquisition of several portions of land comprising the entire vacant area should be pursued with several adjacent landowners and;
 - (iv) this Official Plan and/or the implementing zoning by-law are amended, as indicated by the preceding paragraph (a) or (b).
- (3) Parks with playing fields, children's playgrounds and tot lots should be centrally located within neighbourhoods or sectors of the Town, be visible and be designed for the safety and security of children.
- (4) (a) In new developments, Council prefers that the Town receive land as a dedication for park purposes under the Planning Act of Ontario. Council requires that developers bring forth their subdivision plans at the earliest possible stage of formulation in order to discuss open space expectations.
- (b) Council desires that the high ratio of open space land to developed land, that was achieved in the original Town site, be achieved also in new developments. Therefore, Council will explore means and opportunities to acquire more than the legislated maximum five percent parkland dedication.
- (c) Lands dedicated for park purposes must be physically suitable for the future function within the open space system.
- (d) Council shall ensure that the land conveyed is located and configured so as to be useful for the purposes identified in policy (1) of this Subsection. In some instances, Council may consider it worthwhile to accept less than the maximum parkland dedication in order to acquire lands that would be a more useful component of the Town's open space system.
- (e) The development agreement shall set out the responsibilities for the development of a park area and for the provision of facilities and equipment.
- (f) Cash in lieu of parkland, as provided for under the Planning Act of Ontario will be considered only where Council deems that the goals and intent of this Plan will be served better than if lands were acquired.

- (5) Structures shall be permitted in Open Space areas only if Council is satisfied that:
 - (a) The structures are required for the proper functioning of such area;
 - (b) The structure does not detract from the public enjoyment of the site or surrounding park or open space; and
 - (c) The structure does not seriously diminish any buffering function of the lands and amenities.
- (6) Developed facilities and attractions shall be provided with adequate off street parking.
- (7) The "Campus" as shown on **Schedule "A"** shall remain as a common park and playing field.
- (8)
 - (a) The property which the Community Centre occupies on the Campus was transferred from AECL to Deep River under a restriction in effect until 2032 that stipulates that this property and all new or existing buildings on it will be used only for recreational, charitable, instructional, and other such community oriented purposes.
 - (b) Prior to the expiry of the restrictive covenant described in paragraph (a) above, Council may invite the tenants of the Community Centre to participate in a new multi-purpose community centre facility to be located on Town-owned lands in accordance with **Section 4.6.4 (2)** of the Institutional policies of this Plan.
 - (c) Council may consider alternative uses for the Community Centre building on the Campus property following the removal of legal restrictions in 2032 and implement Official Plan and Zoning amendments as needed.
- (9) Private recreational facilities, whether profit or non-profit, shall be subject to Site Plan Control, pursuant to Section 41 of the *Planning Act*.
- (10)
 - (a) Where any lands within this designation are under private ownership, this Plan does not intend that this land will remain as Open Space and Recreation indefinitely, nor shall it be construed as implying that these areas are necessarily free and open to the general public or that the lands will be purchased by a public authority.
 - (b) If proposals are made to develop such private lands, and no public authority wishes to purchase the lands in order to maintain them as part of the open space system, then an application for redesignation will be considered as an amendment to this Plan.

- (11) The Town may authorize the owners of land abutting open space land categorized as "buffer" to use the municipal lands for limited purposes, but definitely excluding buildings. In these instances the private land owner must maintain the buffer function of the land and a written agreement must be concluded specifying the terms and conditions of the authorized use.
- (12) The Town may, from time to time, adopt policy statements or recreation master plans for the purposes of improving the open space system and categorizing the various types of open space and recreation lands.
- (13) In order to retain and extend roadside treescapes in the Town:
 - (a) the Municipality should participate with landowners to add or replace trees on private property;
 - (b) the Municipality will plant and maintain trees on boulevards; and
 - (c) developers will be required to carry out roadside tree planting in new subdivisions.

4.7.5 Exceptions

(1) Open Space and Recreation – Exception One

The Four Seasons Conservancy is a non-profit, registered charity whose goal is to secure permanent conservation status for lands owned by the Four Seasons Conservancy (known as the Four Seasons Forest Sanctuary) and by the Town of Deep River (known as the Deep River Community Woods) and to secure access to and promote conservation of other privately-owned undeveloped land nearby. The Four Seasons Conservancy have constructed a series of trails on these lands for non-motorized public recreation purposes.

Notwithstanding any policies of this Plan to the contrary, the lands designated "Open Space & Recreation - Exception One" on **Schedule "A", Land Use Plan** which comprise of lands known as the "Four Seasons Forest Sanctuary" and the "Deep River Community Woods", located to the southeast of the Town of Deep River, the following provisions shall apply:

(a) Permitted Uses

- natural parks and open space areas;
- trails for walking, running, cycling, skiing, and snowshoeing;
- snowmobiling on designated trails;
- other similar uses associated with passive recreation, or with

- outdoor cultural activities;
- buildings and structures which are accessory to the permitted uses.

(b) Special Policies

The following policies shall apply:

- (i) The recreation trail systems within the Open Space & Recreation - Exception One designation should be for the benefit and use of all members of the general public, who abide by the rules of usage set by the landowners
- (ii) Natural resources and the environment in the Open Space & Recreation – Exception One area should be preserved and protected in order to encourage and foster an understanding and awareness of this natural area of the Upper Ottawa Valley and its value in enhancing our quality of life..

4.8 ENVIRONMENTAL PROTECTION

4.8.1 Intent

Certain areas within the Town of Deep River have been designated "Environmental Protection" on **Schedule "A", Land Use Plan** because they are natural hazards that constitute potential threats to life and property; and/or because they are natural heritage features.

Natural heritage features consist of woodlands, fish habitat, wildlife habitat, threatened and endangered species and their habitat, and Areas of Natural and Scientific Interest. Details regarding natural heritage features are found under **Section 3.11** of this Plan.

Hazard lands refer to lands having physical characteristics such as poor drainage, flood and erosion susceptibility, steep slopes, instability or any other physical condition which would cause property damage, loss of life or damage to the environment. Details regarding hazards are found under **Section 3.13** of this Plan.

The Environmental Protection designation is intended to direct development away from natural heritage features and hazards which are unsuitable for development.

4.8.2 Objectives

- (1) To control development in locations where there is a potential threat to life, property damage or damage to the environment or natural systems if developed upon.
- (2) To direct development to locations that do not have any serious constraints due to

steep slope hazards or other physical limitations.

- (3) To preserve wetlands and other significant natural areas.

4.8.3 Permitted Uses

The following uses may be permitted subject to the relevant policies of this Plan:

- conservation of soil, vegetation and wildlife;
- non-intensive outdoor recreation activities, such as hiking or cross-country skiing;
- natural areas;

The following uses shall not be permitted:

- New buildings and structures except for such buildings and structures that are intended for flood or erosion control or are normally associated with the proper management of the natural environment, or where such buildings or structures are for public utilities.

4.8.4 Policies

- (1) Lands designated "Environmental Protection" will be preserved and managed as natural areas that contribute to the open space system and overall quality of life in Deep River, regardless of the basis for the designation. Normally, this will mean no development.
- (2) Where a development proposal encompasses lands designated "Environmental Protection," plans must show the existing natural features and how these will be recognized and protected
- (3) The boundaries of the Environmental Protection designation are not capable of strictly representing all natural deviations in the limits of a hazardous or significant area. In addition, there may be situations where it is reasonable to allow some minor works to overcome a physical limitation. For these reasons, Council may consider a rezoning without the need for an Official Plan amendment, to allow uses and development permitted in an abutting designation after taking into account certain information:
 - (a) The adjacent land use designations;
 - (b) The nature, extent and potential impact of any physical hazard. An applicant will be required to provide any information that the approval authority considers necessary to determine that a physical hazard does not exist or will not have an impact on the proposed development (i.e. engineering study, environmental impact study, geo-technical study or site evaluation

- plan by an Ontario Land Surveyor);
- (c) The impact on any water systems, including water quality and the fishery environment, and on other areas of environmental sensitivity or natural significance;
 - (d) The impact on natural heritage features in accordance with **Section 3.11** of this Plan;
 - (e) The impact on hazard land features in accordance with **Section 3.13** of this Plan;
 - (f) The proposed methods by which the above impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices.
- (4) The expansion of a legal non-conforming use may be permitted only in accordance with the criteria contained in the preceding paragraph (3).
 - (5) Activities such as brushing, tree removal and the placing or removal of fill, whether originating on site or elsewhere, shall not be permitted unless intended for a use permitted by the relevant policies of this Plan, and approved by Council.
 - (6) The Town will promote public awareness that approval of the Ministry of Natural Resources and Forestry is required for diverting, impounding or otherwise modifying watercourses and for altering shorelands, in accordance with the Lakes and Rivers Improvement Act and the Public Lands Act.
 - (7) This Plan does not intend that privately-owned lands designated "Environmental Protection" are free and open to the general public, or that such lands will be purchased by the Municipality or other public agencies.
 - (8) Lands designated "Environmental Protection" may not be acceptable to the Town as part of the five percent parkland conveyance under the Planning Act. Where such lands are accepted and contain an open watercourse, access sufficient for maintenance and control of the watercourse shall be included in the dedication.

4.9 RURAL

4.9.1 Intent

The designation "Rural" on **Schedule "A", Land Use Plan** applies to several areas of the Town that have developed without full municipal services. The intent of the designation is to provide an option for types and scales of development that are appropriate for individual onsite (private) services as well as infilling and minor rounding out of single service (water

only) development along Highway 17. The designation will also provide rural-type housing options to residents as an alternative to housing located in the urban area of the Town.

As well, the designation will provide some options for economic and community development. This will be achieved by allowing limited public facilities and limited commercial and institutional uses that are ideally suited to locate outside other commercial designations. It is understood that such uses would not require connections to full municipal sanitary sewer and water services.

Council will support development that requires the extension of full services if it is in conjunction with an amendment to this Plan.

4.9.2 Objectives

- (1) To permit a range of rural residential, commercial and institutional uses provided the rural character, topography and landscape of the Rural area is preserved.
- (2) To promote rural living in a manner that is sensitive to the ecological balance and the protection of groundwater and surface water quality and quantity.
- (3) To maintain the economic and social stability of the Town by ensuring that factors such as municipal servicing limitations, environmental factors, land use compatibility and land capability are considered when reviewing development proposals.

4.9.3 Permitted Uses

The following uses may be permitted subject to the relevant policies of this Plan:

- limited residential/estate residential development;
- resource-based recreational uses (including recreational dwellings);
- tourist-related accommodations and facilities such as motels, bed and breakfasts, and campgrounds;
- storage and transportation uses such as warehouses and bus garages;
- small businesses and entrepreneurial ventures such as contractor workshops, cottage industries, small engine sales and service operations, riding stables;
- neighbourhood convenience stores.
- permitted uses for “Institutional” (**Section 4.6.3**)
- additional dwelling units as ancillary buildings (separate from principal building)

4.9.4 Policies

(1) General

All development must be of a scale, type and form that enable it to obtain regulatory

approvals for individual on-site sewage services and individual on-site water services (where applicable). On the north side of Highway 17, new developments will be required to connect to the municipal water system. On the south side of Highway 17, the scale, type and form of developments must enable regulatory approval for both wells and private sewage disposal systems.

MTO has jurisdiction under the Public Transportation and Highway Improvement Act (PTHIA). For developments that require services within the Ministries control area, permits will be required in the influence area along Highway 17 and consultation with the MTO is encouraged.

(2) Limited Residential Development

Limited residential development shall be permitted in the Rural designation in accordance with the following policies:

- (a) Where a plan of subdivision is not considered appropriate for proper and orderly development, a consent for a new lot(s) may be considered which satisfies the Consent policies of this Plan.
- (b) Lots should not be located on lands which would involve major public expense in opening up and/or maintaining access routes, providing drainage or providing other public services and facilities, unless such major public services, access, or facilities are provided at the developer's expense.
- (c) Lots should be relatively large, being not less than 4000 square metres (approximately 1.0 acre) and adequate for the installation of private services.
- (d) The Servicing policies of **Section 5.2.1** shall be considered with regard to the applicability of individual on-site water and sewage services.

(3) Estate Residential Development

Limited residential development in the form of estate residential subdivisions or vacant lot plans of condominium shall be permitted in the Rural designation in accordance with the following policies:

- (a) The design of the subdivision should provide for a range of lot sizes directly related to the site's topography, vegetation, soil and drainage characteristics;
- (b) The maximum average density of lot sizes should be determined by a hydrogeological and terrain analysis study provided the overall minimum gross density of development does not exceed one (1) lot per 0.6 hectares,

with a minimum lot frontage of 45 metres per lot;

- (c) The development must have direct access to a public road that is maintained year-round and is improved to an acceptable municipal standard. Lots created by means of a vacant lot plan of condominium may be accessed by a common elements private road;
- (d) The retention of mature tree cover will be required, where possible;
- (e) The Servicing policies of **Section 5.2.1** shall be considered with regard to the applicability of individual on-site water and sewage services;
- (f) Estate residential subdivisions shall comply with the Subdivision policies of this Plan.
- (g) Where a draft plan of subdivision is proposed adjacent to Highway 17, the layout should be designed such that lots back onto the provincial highway and front onto a local internal street.

(4) Private Roads

Notwithstanding any other policies of this Plan to the contrary, where Council determines that exceptional circumstances exist such that it is not in the Town's interest that a new public road be developed, a lot created by consent may abut a private right-of-way, provided that:

- (a) Only one new lot, plus a retained portion, is created with water frontage abutting a private right-of-way by any such consent.
- (b) No previous consents have been granted creating lots abutting the same private right-of-way.
- (c) The policies in this Plan with respect to Consents are complied with.
- (d) The proposed lots are zoned in the implementing zoning by-law to a category which identifies the limited service nature of the development.
- (e) The private road is constructed to a standard which is acceptable for emergency service vehicles.
- (f) The owner(s) enter(s) into agreements as required by the Town setting out the private responsibilities for maintenance of the right-of-way, guaranteeing successor rights, and indemnifying the Town against liability in all matters pertaining to the private right-of-way. This agreement shall be registered on title.

(5) Rural Commercial

Commercial development shall be permitted in the Rural designation in accordance with the following policies:

- (a) The proposed use is compatible with nearby established uses.
- (b) The proposed use would not be located more appropriately in another land use designation.
- (c) The large space and/or small number of staff and clientele characteristics of the use are such that connections with the municipal sewer and water systems are not required.
- (d) There is sufficient off-street parking for the anticipated use.
- (e) The Servicing policies of **Section 5.2.1** shall be considered with regard to the applicability of individual on-site water and sewage services.

(6) Highway 17 Access

- (a) It is important that the safe and efficient movement of traffic along Highway 17 be upheld. Therefore, Council must be satisfied that existing entrances or proposed entrances are of a suitable design and in a suitable location. Where necessary, service roads will be required rather than direct individual entrances onto Highway 17.
- (b) The Town of Deep River will pre-consult with the Ministry of Transportation (MTO) before any new proposed service roads which access onto Highway 17. The MTO regulates access to provincial highways under the authority of the Public Transportation Highway Improvement Act. Any proposed access connections shown on the map Schedules to this Plan are conceptual only and exact locations of access connections are subject to final approval by MTO.

(7) Institutional Uses

Institutional uses shall be permitted in the Rural designation in accordance with the following policies:

- (a) The proposed use is compatible with surrounding uses.
- (b) The large space, intermittent use and/or small number of staff and clientele characteristics of the use are such that connections with the municipal sewer

and water systems are not required. Uses which consume large volumes of water or produce large volumes of waste water will not be permitted on private services.

- (c) The development will adhere to the policies of this Plan for Institutional areas and will be adequately buffered.
- (d) The development will adhere to the policies of **Section 5 - Infrastructure and Public Services**, of this Plan.
- (e) The Servicing policies of **Section 5.2.1** shall be considered with regard to the applicability of individual on-site water and sewage services.

4.9.5 Exceptions

(1) Rural-Exception One (McAnulty Road)

Notwithstanding any policies of this Plan to the contrary, for those lands designated Rural-Exception One on the **Land Use Schedule** and located in Part of Lot 11, Range B, geographic Township of Rolph, now in the Town of Deep River, the following applies:

- (a) A total of five (5) estate residential lots may be granted through the consent process.
- (b) The location of the crest of the slope on the proposed lots must be verified by a geotechnical engineer and surveyed by an Ontario Land Surveyor and provisions shall be included in the implementing Zoning By-law and consent application to restrict any building or structure from locating within 20 metres of the crest of slopes on the proposed lots, or 20 metres from the rear lot line, whichever distance is greater.

(2) Rural-Exception Two (Wylie Road)

Notwithstanding any policies of this Plan to the contrary, for those lands designated Rural-Exception Two on the and Use Schedule and located in Part of Lot 5, Concession 1, the following applies: a third residential lot may be granted through the consent process.

4.10 DEVELOPMENT

4.10.1 Intent

Lands designated "Development" are reserved for future development. The land use policies for Development areas are meant to direct development to other areas of the Town.

4.10.2 Objectives

- (1) To preserve land for future development purposes.
- (2) To require a comprehensive assessment of lands designated “Development” prior to considering development applications.
- (3) To ensure efficient development and land use patterns which sustain the financial well-being of the Town over the long term.

4.10.3 Permitted Uses

The following uses are permitted, subject to the relevant policies of this Plan:

- single detached dwellings in limited situations as outlined in **Subsection 4.10.4**;
- passive and/or rural uses that do not require permanent buildings, such as agriculture, forestry, open space and outdoor recreation, campgrounds; limited types of waste management and/or disposal uses.

4.10.4 Policies

- (1) Should a major development proposal be considered, a Secondary Plan will be required in accordance with the policies of **Section 6.1** of this Plan. This secondary plan will indicate the location of major land uses, including the road pattern, the municipal services proposed, density of development, the staging of such development, and additional studies deemed necessary/appropriate by the Town (e.g. retail study, tourism impact study). Council will only support such a Secondary Plan when satisfied that the plan and the development will create a logical, efficient and desirable enhancement to the structure of the Town.

Council may prepare, or require a proponent to prepare a conceptual plan(s) showing potential road and lot patterns, collector/service road designations and open space patterns prior to finalization of any secondary plan.

- (2) The development of a single-detached dwelling on a vacant parcel of land that existed at the time of adoption of this Plan shall not be prevented by the Development designation. However, the other policies of this Plan relevant to that type of development must be satisfied.
- (3)
 - (a) Council will discourage the division of large parcels of land to create new lots by providing a large minimum lot size in the implementing zoning by-law.
 - (b) A proposal to divide a holding into new separate parcels will be considered by means of a zoning by-law amendment only if:

- (i) the proposed use is a single-detached dwelling;
 - (ii) all parcels to be created have a minimum lot area of about four (4.0) hectares;
 - (iii) the other relevant policies of this Plan for Estate Residential areas, and the preceding criteria for the development of existing vacant parcels are satisfied; and
 - (iv) no further division of any parcel shall be permitted for purposes of lot creation once the holding existing at the time of adoption of the Plan comprises two (2) separate parcels.
- (4) The use of a site for relatively benign types of waste disposal uses may be considered through the zoning process for either permanent or temporary permission. Such waste disposal uses include composting sites, processing sites, transfer sites, processed organic waste (sewage sludge) sites and hauled sewage (septage) sites. The Ministry of the Environment, Conservation and Parks and/or the Renfrew County and District Health Unit will be consulted in this regard.
- (5) Public access to the shoreline shall not be denied on lands adjacent to the Ottawa River and development shall be designed to promote the use of access trails along the shoreline. The waterfront shall be retained in municipal ownership.

4.11 WASTE DISPOSAL

4.11.1 Intent

The area designated "Waste Disposal" encompasses the Baggs Road Waste Disposal Site. The Baggs Road Site is operated by the North Renfrew Waste Management Board. The attenuation zone for the Baggs Road Site remains under the ownership of Atomic Energy of Canada Limited (AECL), a federal Crown corporation, and is therefore not affected by the policies of this Plan. The Miller's Road Waste Disposal Site is also located on lands owned by AECL. The Miller's Road Waste Disposal Site services the Town of Deep River and the Town of Laurentian Hills as a waste disposal facility for construction and demolition waste only. The Baggs Road and the Miller's Road Site are operated in accordance with Environmental Compliance Approvals from the Ministry of the Environment, Conservation and Parks.

The Waste Disposal policies are intended to ensure that appropriate regulations and measures are applied to minimize disturbance to the environment and provide for positive rehabilitation and recycling programs for waste disposal sites operated by the public or the private sector.

4.11.2 Objectives

- (1) To ensure that waste disposal sites are established, operated and rehabilitated in accordance with the Environmental Protection Act and any other applicable laws or regulations.
- (2) To establish criteria for the location of new waste disposal sites.
- (3) To ensure that appropriate regulations are adopted to prevent serious adverse impacts from the establishment or operation of waste disposal sites.

4.11.3 Permitted Uses

The following uses may be permitted, subject to the relevant polices of this Plan:

- waste disposal site or other parts of a waste disposal system as described by the Environmental Protection Act;
- storage, handling and processing of solid waste.

4.11.4 Policies

- (1) Waste disposal sites shall be located an adequate distance away from any existing or proposed residential, commercial, institutional or recreational use. A report from a qualified professional, which establishes appropriate separation distances based on site-specific considerations, will be required for new waste disposal sites.
- (2) All disposal sites shall be located so that contamination of the groundwater or of any watercourse is prevented or restricted by measures taken in accordance with standards established or approvals granted by the Ministry of the Environment, Conservation and Parks or other authority having jurisdiction.
- (3) All disposal sites shall be adequately screened on all sides, either naturally or by artificial means (e.g. berms), and such screening will apply to all open storage areas and all disposal site operations.
- (4) Sites shall be located so that ingress and egress points from the site do not create any traffic hazard.
- (5) All disposal sites no longer in use shall be rehabilitated to the standards required by the Ministry of the Environment, Conservation and Parks. No use shall be made of land, or land covered by water, that has been used for the disposal of waste within a period of 25 years from the year in which such land ceased to be so used, unless approval of the proposed use has been given by the Ministry of the Environment, Conservation and Parks, in accordance with Section 46 of the *Environmental Protection Act*.

- (6) An amendment to the Official Plan and implementing Zoning By-law will be required for the establishment of any new site for permanent or long-term disposal of waste (e.g. landfilling), except as provided under the policies of this Plan for Undeveloped areas. In addition to the requirements under the Environmental Protection Act and Environmental Assessment Act, when considering an amendment, Council shall have regard for:
 - (a) the type and abundance of soil cover material,
 - (b) the surface and groundwater characteristics,
 - (c) isolation,
 - (d) the physiography of the area,
 - (e) public acceptability of the facility location,
 - (f) appearance,
 - (g) truck traffic,
 - (h) noise and dust,
 - (i) the potential damage to the existing ecological regime,
 - (j) the compatibility of the site with future land use goals,
 - (k) the ability to control gas release; and
 - (l) the minimization of engineering design and operational problems.
- (7) Lands use for waste disposal sites or systems shall be identified in one or more separate categories in the implementing zoning by-law. The Miller's Road Site and the attenuation zone for the Baggs Road Site remains under the ownership of AECL, a federal Crown Corporation, and is not zoned in the implementing zoning by-law.
- (8) All Waste Disposal areas shall be operated and maintained in accordance with the standards set by the Ministry of the Environment, Conservation and Parks.
- (9) The operation of all waste disposal sites shall comply with the requirements of *the Forest Fire Prevention Act*.
- (10) In reviewing development proposals, Council will ensure that there is sufficient capacity to accommodate the waste needs of the proposed development.

SECTION 5 – INFRASTRUCTURE AND PUBLIC SERVICES

5.1 GENERAL POLICIES

It is the intent of this Plan that all future urban development shall be provided with adequate public services. The rate of development (particularly residential) will be controlled by the ability of the Town and other public agencies to meet the costs of systematically extending or providing public services without undue financial hardship. The various public agencies involved intend to make full use of existing facilities and to program extensions in the most economic manner. This may require the extension or construction of services or optimizing the use of existing services. Further, Council will continue to upgrade, improve or replace infrastructure as funds permit.

The transportation facilities for the Town are intended to service the proposed land use pattern and to facilitate the movement of people within and through the Town. The planning and design of the various facilities shall complement the various policies of this Plan regarding the direction of urban growth, as well as the location, type and intensity of land use, and population densities, generally:

- (1) Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.
- (2) Planning for infrastructure, electricity generation facilities and transmission and distribution system, and public service facilities shall be coordinated and integrated with land use planning so that they are:
 - (a) Financially viable over their life cycle, which may be demonstrated through asset management planning; and
 - (b) Available to meet current needs
- (3) The use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered wherever feasible, before consideration is given to developing new infrastructure and public service facilities.
- (4) Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.
- (5) Where feasible, public service facilities should be co-located to promote cost-effectiveness; facilitate service integration and access to active transportation.

5.2 WATER SUPPLY AND SEWAGE DISPOSAL

Planning for sewage and water services shall:

- (1) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services;
- (2) ensure that these systems are provided in a manner that:
 - (a) can be sustained by the water resources upon which such services rely;
 - (b) is feasible, financially viable and complies with the regulatory requirements; and
 - (c) protects human health and the natural environment;
- (3) promote water conservation and water use efficiency;
- (4) integrate servicing and land use considerations at all stages of the planning process; and
- (5) allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private individual on-site sewage services.

5.2.1 Servicing Hierarchy

The Provincial Policy Statement identifies a servicing hierarchy of which full municipal water and sewage disposal services are the preferred form of servicing for urban areas. With minor exceptions, all of the built-up area within the Town is serviced with both municipal water and sewage services; higher priority option.

It is the policy of Council to ensure that development within the built-up areas of the Town will be serviced with municipal sewage services and municipal water services. In the review of planning applications, it is Council's intent to ensure that there is sufficient reserve capacity for future development. Council may allocate uncommitted reserve capacity, where appropriate, as a means to control the location and phasing of development.

In accordance with the Provincial Policy Statement, development should be serviced in consideration with the following preferred hierarchy of services:

- (1) full municipal sewage and water services are the preferred form of servicing in urban areas. In areas serviced by full municipal sewage and water services, development

will be permitted only if sufficient uncommitted reserve capacity will be available to accommodate it;

- (2) communal services are the preferred means of servicing development in areas where full municipal sewage and water services are not or cannot be provided and where site conditions are suitable over the long term with no negative impacts; and
- (3) development may be serviced by individual on-site systems where the use of communal systems is not feasible and where site conditions are suitable over the long term with no negative impacts.

5.2.2 Individual On-Site Water and Sewage Services

For the purposes of this Plan, individual on-site sewage services means sewage systems, as defined in O.Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located. Individual on-site water services means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located. Individual on-site sewage services and individual on-site water services may not serve more than one lot.

- (1) The Town may permit individual on-site sewage services for commercial and industrial uses in the Rural designation in the following circumstances:
 - (a) The development of individual on-site services will not detract from the viability of providing municipal services in conformity with the Town's long term servicing and financing strategies;
 - (b) The proposed use is of a "dry" nature. Dry commercial and industrial uses do not involve significant number of employees, do not need significant amounts of water in their operations, and do not produce significant amounts of effluent;
 - (c) There are no viable options for a connection to a municipal sanitary sewer and municipal services planned for the area will not be available within a reasonable time frame;
 - (d) The proposed individual on-site sewage services can meet all applicable requirements for approval; and
 - (e) The proponent agrees to connect the proposed use to the municipal sanitary sewerage system, at no cost to the municipality, at such time as sewers are extended to the area, and to contribute to the cost of the long term servicing.

- (2) The Town may permit development on individual on-site water services and individual on-site sewage services for residential uses in the Rural designation provided that:
- (a) There are no other viable options for a connection to a municipal sanitary sewer or the municipal water system, and municipal services for the area will not be available within a reasonable time frame;
 - (b) The proposed water system and wastewater treatment system can meet all applicable requirements for approval;
 - (c) The owner agrees to connect to a municipal sanitary sewer and a municipal water system, if available, at no cost to the municipality, when replacement of the system becomes necessary; and
 - (d) Site conditions are suitable for the long-term provision of such services with no negative impacts.

5.2.3 Communal Services

Communal services may be permitted provided that they are for the common use of more than five residential units/lots. Any such system will have to meet the requirements of the Town, this Official Plan and the Ministry of the Environment, Conservation and Parks, as well as the approval processes under the Environmental Assessment Act, Ontario Water Resources Act, Safe Drinking Water Act and the Planning Act.

It is recognized that the implications for municipal responsibility for communal systems resulting from Provincial policy can present challenges to both the developer and the Town, and as such, the Town is not obligated to approve the use of communal systems. Once a communal system is approved, the use and operation of the communal system and the role and responsibilities of the Town shall be governed by the agreement. The need to develop on private services may place limits on the amount, distribution and type of development which may take place.

The Town, in approving any communal system, will have particular regard for the documented performance of the proposed system, the financial securities which are to be provided, the long-term maintenance requirements, and the operation and administration requirements for the system. In reviewing proposals for development on communal systems, the Town will also determine the number and types of communal systems that will be accepted by the Town. In general, the Town shall only accept developments on communal systems when it can be clearly demonstrated that such systems will not create an unacceptable financial burden on the Town.

A decentralized municipal communal systems is an option for development that cannot feasibly connect to the centralized municipal system and where it is intended to service freehold residential development.

Municipal Responsibility Agreement (MRA) entered into under this Section shall provide for municipal/public body assumption of the communal services in the event of default by the owner. It is recognized that the Town may not have the financial or human resources to own, operate and manage such systems and as such the Township is not obligated to accept communal systems. Once a communal system is approved, the use and operation of the communal system and the role and responsibilities of the Town shall be governed by the agreement.

5.2.4 Partial Services

Partial services are defined to include areas that are served by municipal sewage services and individual on-site water services; or municipal water services and individual on-site sewerage services.

Partial services shall only be permitted in the following circumstances:

- (1) Where they are necessary to address failed individual on-site sewage and individual on-site water services in existing developments where no other alternatives exist and where site conditions are suitable for the long-term provision of such services, with no negative impacts.
- (2) To allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services, with no negative impacts.

5.2.5 Supporting Studies and Approval Requirements

The following policies apply to development proposed on individual on-site water services and individual on-site sewerage services:

- (1) In support of a Planning Act application that would permit development on privately owned and operated individual or communal septic systems and more than 4500 litres of effluent would be produced per day as a result of the development being completed, a servicing options report and a hydrogeological report shall be required to be submitted with the application.
- (2) Ministry of the Environment, Conservation and Parks approval is required for large sub-surface sewage systems with a design capacity of greater than 10,000 litres per day.
- (3) A hydrogeological evaluation may be required to be submitted in support of planning applications for development involving individual on-site water services and/or individual on-site sewerage services. The hydrogeological evaluation shall include confirmation of a suitable potable source of water for both quality (in accordance with the Ontario Drinking Water Quality Standards) and quantity and the evaluation will

include confirmation that the site is suitable for the installation of a septic system. The evaluation shall include a nitrate impact calculation. The submitted hydrogeological evaluation may be subject to peer review at the discretion of the approval authority and at the cost of the applicant/proponent.

5.2.6 Drinking Water Protection Regulation

As a measure of public health and safety, Council's intent is to provide for the ongoing sampling, testing and reporting of drinking water quality in accordance with the *Drinking Water Act*.

5.2.7 Separation Distance

As a measure of public health and safety, a minimum separation distance shall be established in the Zoning By-law between development that involves sensitive land uses and any wastewater treatment facility. (*Reference may be made to Guideline D-2, Compatibility Between Sewage Treatment and Sensitive Land Uses, Ministry of the Environment, Conservation and Parks with respect to separation distances.*)

5.3 TRANSPORTATION

5.3.1 Intent

Municipal roads (County and Town roads) are designated as "collector" or "local," and policies are established accordingly, in order to maintain efficient traffic flows and desirable patterns of traffic movement. Collector roads will maintain convenient access between Highway 17 and the Town Centre, or from residential areas to one of the foregoing. The Trans-Canada Highway No. 17 is the only Provincial Highway in the portion of Renfrew County north of the City of Pembroke. As the highway link between Ottawa and North Bay, it is a significant conveyor of commercial traffic and tourist traffic, which makes it a desirable location for development. The Transportation policies recognize the significance of Highway 17. Finally, the Transportation policies recognize the needs of pedestrians, in order to promote safety and reduced dependency on automobiles for local trips.

The transportation policies also include references to planned municipal roads which may include road extensions or improvements to existing roads intended to serve a planned function in the Town's future. These planned municipal roads are indicated on **Schedule "C"** to this plan. Planned municipal roads shown on **Schedule "C"** are conceptual only and are intended to notify developers and the public of planned expansion to the transportation system. Additional technical studies, engineering design or investigations may be required prior to confirming the ideal road extension and alignment.

5.3.2 Objectives

- (1) To ensure that new development opportunities are provided in areas that are practical and economical to service.

- (2) To continue the two-level hierarchy (collector vs. non-collector) for Town and County roads in order to maximize the safety and convenience of vehicular traffic between key areas and facilities.
- (3) To promote investment in bicycle infrastructure in new development and on municipal roads and public buildings.
- (4) To promote the safety of pedestrians and encourage the inclusion of sidewalks in development agreements.

5.3.3 Policies

(1) General

- (a) The road network is shown on **Schedule “C”** as Provincial Highway No. 17, Collector roads and local roads.
- (b) Collector roads shown on **Schedule “C”** will be extended in order to ensure that the safe, efficient movement of traffic is continued in new developments. The collector status will be identified in the implementing zoning by-law. **Schedule “D”** to this plan need not be amended to permit such extensions, but the policies of this Plan for collector roads shall be applicable.
- (c) Other roads may be added to the network as local roads in accordance with the other relevant policies of this Plan without an amendment to **Schedule “C”**.

(2) Road Access

- (a) Direct access to roads will be restricted where it would adversely affect the design capacity and function of the road.
- (b) Residential lots created in a plan of subdivision shall not front on Highway 17.
- (c) Municipal streets, group entrances or service roads should be utilized instead of increasing the number of individual entrances onto Highway 17.

(3) Highway 17

All development adjacent to Highway 17 must satisfy the requirements of the Ministry of Transportation (MTO) and obtain the necessary permits for the location and design of entrances and signs, and for building setbacks and similar matters. Under the authority of the *Public Transportation and Highway Improvement Act, 1990*, the Ministry of Transportation, through the issuance of permits, controls all

land use within 45 metres (150 feet) of the Ministry's property limit, 180 metres from the centre point of any intersection and within 395 metres (1,300 feet) of the centre point of any interchange and signs within 400m of the limit of Highway 17. The Ministry of Transportation (MTO) permits are also required for major developments or any other purpose that causes persons to congregate in large numbers within 800m of the limit of the highway.

Early consultation with the the Ministry of Transportation (MTO) is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. The Ministry of Transportation (MTO) will not be responsible for any impact, inclusive of noise and vehicle light impact that Highway 17 may have on adjacent properties. The Ministry of Transportation (MTO) will not construct any works to abate those impacts. It will be the responsibility of the owner/developer of any proposed developments to ensure that noise levels are consistent with provincial objectives, and if necessary, that adequate noise control measures are applied.

A stormwater management plan or report must be reviewed and approved by the Ministry of Transportation (MTO) for those developments located adjacent to or in the vicinity of the highway where drainage would impact the highway downstream.

Where property abuts both a local municipal road and Highway 17, access is to be obtained from the local municipal road.

In addition to all applicable municipal requirements, the Ministry of Transportation (MTO) may require a property owner/developer and/or municipality to undertake a traffic impact study and subsequently the design and construction of warranted highway improvements related to a proposed land use development.

(4) County Roads

The County of Renfrew, through the Public Works & Engineering Department, is responsible for County Roads located in the Town. Any development which abuts the County roads must satisfy all requirements of the Public Works and Engineering Department. This includes the location and design of entrances, signs and building setbacks, and similar matters. County Roads should have a minimum right-of way width of 26 metres. Entrance permits are required for all entrances and accesses to the County roads. County policy is to allow only one road access for each lot of record. Where property abuts both a local municipal road and a County road, access is to be obtained from the local municipal road. Permits are required to be obtained from the County of Renfrew, Public Works & Engineering Department prior to the commencement of any construction work within the County road right-of way.

(5) Municipal Roads

Municipal roads should have a minimum right-of-way width of 20 metres. However, a

proposal for the development of a new urbanist or other innovative type of neighbourhood may include designs for reduced right-of-way and/or pavement width. Support for such reduced width will be contingent upon provisions for parking, snow accumulation, parkland or common areas, drainage, and municipal utility installations being acceptable to the Town. In principle, Council will support proposals reflective of new urbanism design principles and aesthetics.

(6) New Roads

New roads may be accepted into the municipal road system only when designed and constructed to the standard acceptable to Council.

Developers are responsible for providing the local roads in new subdivisions, and for contributing to the extension of collector roads in reasonable proportion to the benefits accrued to the specific development.

(7) Private Roads

Private roads are not considered to be an element of the Town's transportation system so private roads normally would not be acceptable as the internal accesses for new developments. Limited development may be permitted along existing private roads in accordance with the private road policies of the Rural designation.

(8) Pedestrian Access

- (a) An essentially continuous system of pedestrian walkways comprising sidewalks, formal footpaths, and linked open space should connect the major residential areas, institutional uses, recreational facilities and the Town Centre.
- (b) Sidewalks shall be required along collector roads unless alternative provisions for pedestrians are acceptable to Council. Developers will be expected to contribute toward the establishment of sidewalks along collector roads.
- (c) Individual commercial developments should be designed, as much as possible, to protect pedestrians from vehicles and to facilitate the movement of pedestrians between adjacent uses. In particular on the south side of Highway 17, the sidewalk along the highway must be continued and maintained in all developments and redevelopments, at the sole expense of the proponent.
- (d) Pedestrian access along Highway 17 is under the jurisdiction of the Ministry of Transportation (MTO) and will require reviews and approval from the Ministry before the required MTO permits are issued.

SECTION 6 - IMPLEMENTATION

6.1 SECONDARY PLANS

Secondary Plans are land use, urban form, environmental, transportation and infrastructure policy plans for areas of the Town that indicated greater detail than the Official Plan how the objectives, policies and land use designations are to be implemented for a specific area.

(1) Objective

To generate and maintain detailed Secondary Plans for development areas within the Town which conform to and implement the purpose, objectives and policies of this Plan.

(2) Secondary Plan Policies

- (a) Secondary Plans and amendments to Secondary Plans form part of the Official Plan and will be subject to the same administrative and public involvement procedures as an Official Plan and are to be read in conjunction with all policies of the Official Plan. Secondary Plans shall take the form of an amendment to the Official Plan and may be produced and consolidated as documentation separate from this Plan.
- (b) Secondary Plans shall conform to and be designed to implement the purpose, objectives and land use designations of the Official Plan.
- (c) Where there is a conflict or inconsistency between a provision in this Plan and a provision in a secondary plan, the Official Plan shall prevail.
- (d) Without limiting the generality of this Section, Secondary Plans for predominantly residential areas shall indicate the following:
 - (i) The overall capacity and density of development related to road and service infrastructure opportunities and constraints;
 - (ii) The overall mix of housing including the forms and density of residential dwellings for the Secondary Plan Area;
 - (iii) The location and area of community services based on an adequate assessment of community service levels;
 - (iv) The location and area of open space, trails, recreation facilities, and school sites;

- (v) The location and area of commercial land uses;
 - (vi) The conceptual alignment and right-of-way of the local and collector road network;
 - (vii) Identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary area;
 - (viii) Urban design guidelines and architectural control standards reflective of the intended residential character of the secondary plan area.
- (e) Without limiting the generality of this Section, Secondary Plans for commercial, light industrial, high-tech or related uses shall indicate the following:
- (i) The location of various types of commercial, light industrial, high tech or related uses classified by general physical, functional and design characteristics;
 - (ii) The location of Open Space lands;
 - (iii) The location and area of commercial, light industrial, high-tech or related uses;
 - (iv) The alignment and right-of-way of the collector road network, major transportation facilities and public utilities;
 - (v) Identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan;
 - (vi) Urban design guidelines.
- (f) The Town shall elicit the participation of benefiting landowners, the public and appropriate public or private agencies within the process of formulating a Secondary Plan.
- (g) The Town may require a variety of component studies to set out background information and documentation in support of the preparation of a Secondary Plan.
- (h) Areas of the Town for which Secondary Plans have been prepared or are proposed to be prepared are shown on **Schedule “D”** to this Plan. However, the Town retains the flexibility in appropriate circumstances to prepare and

adopt a Secondary Plan or an associated Official Plan Amendment for a portion of any such area.

- (i) The Town intends to undertake a secondary plan on Town-owned lands located in the West-end Secondary Plan Area. In undertaking this Secondary Plan, the Town shall invite other property owners within the West-end Secondary Plan Area to participate in the development of this Plan.
- (j) Secondary Plan(s) shall be adopted for the applicable five (5) secondary plan areas shown on **Schedule “D”** prior to the approval and/or release of development applications which are determined to be premature or which may prejudice or negatively impact future development within the respective secondary plan areas.

6.2 COMMUNITY IMPROVEMENT

Community Improvement within the context of Section 28 of the *Planning Act*, R.S.O. 1990 and this Plan means the planning or replanning, design or redesign, subdivision, clearance, development or redevelopment, reconstruction and rehabilitation, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary.

A community improvement plan means a plan for the community improvement of a community project area.

A community improvement project area means a municipality or an area within a municipality, the community improvement of which in the opinion of the Council is desirable because of the age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Pursuant to the provisions of Section 28 of the *Planning Act*, R.S.O. 1990 and Sections 106, 107, 108, 109, 110, 111, 112, 113, 114 and 365 of the *Municipal Act*, S.O. 2001, Chapter 25, the Town may prepare or require the preparation of a Community Improvement Plan and designate a portion of the Municipality as a Community Improvement Project Area by by-law.

Among other things, the Municipality, subject to the approval of the Minister of Finance, may cancel taxes, reduce taxes, and provide assistance to rehabilitate “brownfields” sites.

6.2.1 Intent

Community Improvement policies are intended to help the Town where deficiencies are identified. The policies commit the Town to a strategy of rehabilitation of the areas where the Community Improvement overlay designation has been applied.

6.2.2 Objectives

- (1) The main objectives of the Town for municipal improvement are contained in several of the goals of this Plan, which are summarized as follows:
 - (a) To improve the integration of compatible land uses (2.2.1(4));
 - (b) To enhance the role as an area service centre (2.2.1(6));
 - (c) To promote the business and trade role of the Town Centre (2.2.3(1));
 - (d) To promote visual and functional improvements to the Town Centre (2.2.3(3));
 - (e) To enhance the Open Space System (2.2.6(3));
 - (f) To promote the safety of pedestrians (2.2.9(3));
- (2) Additional objectives for municipal improvement are as follows:
 - (a) To ensure that municipal services remain at an acceptable community standard;
 - (b) To produce a favourable climate for private investment in the upgrading of existing commercial areas;
 - (c) To encourage the redevelopment of property in accordance with the intent of this Plan.

6.2.3 Criteria for Project Area Selection

The following criteria shall be used in the selection of Community Improvement Project Areas:

- (1) The building stock suffers from poor maintenance or lacks architectural integrity;
- (2) Parking areas are inadequate;
- (3) There is poor accessibility and protection from the elements and from traffic for pedestrians visiting commercial buildings;
- (4) Streetscapes require aesthetic improvements, e.g. underground wiring, landscaping, signs;

- (5) Buildings are poorly arranged or oriented;
- (6) There is inefficient use of available space;
- (7) Municipal services are inadequate;

6.2.4 Selected Areas

- (1) Council has determined that the Town Centre, Town Centre Exception areas and the Business Park adjacent to Highway 17 satisfy a number of the Criteria for Community Improvement Project Areas. The "Community Improvement" is shown on **Schedule "D"** to this Plan.

6.3 ZONING AND RELATED CONTROLS

6.3.1 Zoning By-law

- (1) Council shall undertake a review of the Comprehensive Zoning By-law within three years following the adoption of this Plan. The review shall ensure that the Zoning By-law conforms with policies of this Plan, and the County of Renfrew Official Plan.
- (2) Where an extension, enlargement or change of a non-conforming use is proposed, permission may be granted under the provisions of the Planning Act, by Council or the Committee of Adjustment, provided that the following criteria are met:
 - (a) It should not aggravate any situation which is detrimental to neighbouring, conforming uses;
 - (b) It should be in reasonable proportion to the existing use and to the land on which it is to be located;
 - (c) Any extension or enlargement involving additional land should be minor in relation to the total property. Any major change shall require an amendment to the Official Plan;
 - (d) It should result in equal or greater compatibility with surrounding uses with regard to noise, vibrations, fumes, smoke, dust, odours, lighting and traffic generation;
 - (e) Adequate buffering, landscaping, setbacks and any other measures necessary to reduce the nuisance may be required as a condition of permission, and where possible, should be extended to the existing use;
 - (f) Proper access to the site will be provided to ensure that no traffic hazards are created;

- (g) Adequate off-street parking and loading spaces will be provided;
 - (h) Applicable services such as public utilities, storm drainage works, water supply and sewage disposal systems must be adequate;
 - (i) Neighbouring property owners shall be notified of the proposed extension or enlargement of the non-conforming use before the final decision on the application is made.
- (3) Non-compliance with site performance standards does not constitute a non-conforming use. Proposals to extend, enlarge, or rebuild structures that do not comply with the zoning standards will be reviewed on a site-by-site basis either through an amendment to the zoning by-law or a minor variance application depending on the scale of the non-compliance.
- (4) An approval authority may by by-law delegate the authority to pass a by-law which is minor in nature to a committee of council, or an individual who is an officer, employee or agent of the municipality.

6.3.2 Holding Provisions

- (1) It is the intent of Council to apply holding provisions within the Zoning By-law as provided for under Section 36 of the *Planning Act*. In this regard, Council may zone lands in a holding category if the principle of development has been established and certain criteria for development are to be met at a later date. The criteria may include such things as the phasing of development, the conclusion of any necessary agreements or site development arrangements, the satisfaction of financial requirements or the completion of technical studies. Council may consider additional criteria beyond those specified in this Plan as deemed necessary for a particular development, provided these are specified at the time of rezoning to the holding category by way of a Council resolution, an explanatory note to the by-law amendment or other appropriate means.
- (2) The holding provision shall be applied by the use of a holding symbol "h" in conjunction with the appropriate zone symbol denoting the eventual use of the lands. The full public notification, the public meeting and the opportunity for appeal occur at the time that the holding symbol is being applied to the zoning of the lands.
- (3) Council shall consider the removal of the holding symbol "h" once the necessary criteria have been met to their satisfaction.
- (4) Existing uses, interim uses, and passive uses such as open space and conservation, which would not preclude the use of the land for its eventual purpose, will be permitted under the holding provision. These will be further specified in the

implementing zoning by-law.

- (5) An amending by-law removing the holding symbol shall not require the full public participation process with mechanism for appeal as outlined in Sections 34(11) and 34(26) of the *Planning Act*. Council shall give notice of its intention to pass an amending by-law to persons and agencies prescribed by regulation made under the *Planning Act*. When the holding symbol "h" has been removed, the land use provisions of the appropriate zone shall apply.
- (6) An approval authority may by by-law delegate the authority to pass a bylaw to remove a holding zone to a committee of council or an individual who is an officer, employee or agent of the municipality.

6.3.3 Temporary Uses

- (1) Council may, in an amending Zoning By-law, permit the temporary use of land, buildings or structures for a maximum period of three (3) years, in accordance with Section 39 of the *Planning Act*. Council may grant further three (3) year extensions by By-law. Upon expiration of the time period, the temporary use shall not be entitled to the continuation protection of a legal non-conforming use.
- (2) Notwithstanding any other policy in this Plan to the contrary, Council may pass a temporary use By-law to permit a temporary use that does not conform to the uses permitted under this Plan, subject to any other provisions stated herein.
- (3) Temporary uses shall be permitted only where the proposed use is clearly of a temporary nature. Council must be satisfied that the purpose and location for the proposed temporary use is appropriate. Temporary uses shall not be permitted where considered incompatible with adjacent land uses. Examples of uses that may be considered temporary include portable living units for seniors, recurring special events or special construction projects (e.g. Trans Canada Pipeline).
- (4) An approval authority may by by-law delegate the authority to pass a bylaw to authorize the temporary use of land buildings or structures in accordance with subsection 39(1) of the *Planning Act* to a committee of council or an individual who is an officer, employee or agent of the municipality.

6.4 SITE PLAN CONTROL

Site plan control is a mechanism used to control design features of residential, commercial, industrial and institutional developments. Provisions for such features as off-street parking and loading, walkways, lighting, buffering, landscaping, garbage storage, grading, storm water facilities, exterior façade, tree planting and other features can be addressed.

- (1) Council shall encourage the use of the site plan control provisions of the Planning Act to implement the policies and provisions of this Plan and to coordinate and enhance the built environment of the local community.
- (2) Pursuant to the Site Plan Control provisions of the Planning Act, the entire area of the Town of Deep River is designated as a proposed Site Plan Control Area. The Municipality may, by by-law, apply site plan control to the whole or any part of the proposed site plan control area. The municipality may require site plans, drawings and/or agreements to ensure the provisions of all or any of the matters described in Section 41 of the *Planning Act*. With respect to exterior design, the appearance of the elements, facilities and works on the land or any adjoining road under the municipality's jurisdiction is not subject to site plan control, except to the extent that the appearance impacts matters of health, safety, accessibility, sustainable design or the protection of adjoining lands
- (3) For all residential uses subject to site plan control, the approval authority may require the drawings mentioned in paragraph 2 of Section 41(4) of the *Planning Act*. Where an agreement is entered into, the signed agreement shall be registered on title by the Municipality at the developer's expense prior to any development taking place.
- (4) All commercial uses, industrial uses, private institutional uses and residential uses, with the exception of residential uses containing 10 or less dwelling units, are herein described as a proposed site plan control area for the purposes of Section 41 of the *Planning Act*. Notwithstanding the foregoing, all temporary uses as described under **Section 6.3.3** of this Plan are also herein described as a proposed site plan control area.
- (5) The following uses will be excluded from site plan control:
(County of Renfrew Modification No. 2)
 - (a) Residential development of 10 or less dwelling units *that are located greater than 120 metres from the shoreline of a waterbody*;
 - (b) minor alterations or additions to a building in any zone;
 - (c) buildings and structures for flood control or conservation purposes; and
 - (d) any building and structure used for the purpose of a public service by the Town or any local board, the County, and any department or agent of the Government of Canada or Ontario.
- (6) Where proposed development is subject to site plan control and an amendment to the zoning by-law is required, Council shall ensure that consideration is given to site plan control measures prior to finalization of the rezoning, including approval of preliminary site plans and drawings, the adequacy of proposed buffering,

landscaping, servicing, parking etc. and any pertinent conditions to be incorporated in a site plan approval decision. Where an agreement is entered into, the signed agreement shall be registered on title after the rezoning is finalized, unless otherwise provided under this Plan.

6.5 PUBLIC WORKS

All public works will follow the intent of this Plan.

6.6 SUBDIVISION OF LAND

6.6.1 General Policies

- (1) The Planning Act provides for two methods of subdividing land (or the interest in land): a registered plan of subdivision and a consent. The division of land in Deep River shall generally take place by plan of subdivision.
- (2) Council shall oppose applications to the Committee of Adjustment for consents to sever lands except where Council considers that a plan of subdivision is not necessary for the proper and orderly development of the Town of Deep River, as further explained in this Plan.
- (3) Parcels of land, or interest in land shall be created only where they conform and comply with the provisions of this Plan and the implementing zoning by-law.
- (4) The creation of a new lot or lots shall not isolate or landlock any lands.
- (5) The size, shape and dimensions of any lot should be appropriate for the intended use, and flanking lots should have similar depths.

6.6.2 Plans of Subdivision

- (1) Council will require that creativity, sensitivity to the natural landscape, compliance with urban design guidelines, as well as tree planting, retention and replacement be evident in the design of a plan of subdivision. Therefore, a developer should design a concept plan of subdivision for submission to Council that:
 - (a) contains a balance of efficient road connections or extensions with a continuation of the curvilinear form of existing development;
 - (b) maximizes the amount of usable open space to be dedicated as parkland in accordance with the policies of this Plan for Open Space and Recreation areas;
 - (c) achieves balance and integration with adjacent development; and

- (d) an applicant for subdivision approval shall be required to enter into an agreement, as provided for by the Planning Act, which shall be registered against the lands to which the agreement applies.
- (2) A draft plan of subdivision should be designed such that lots back onto the provincial highway and front onto a local internal street.

6.6.3 Consents

In determining the appropriateness of consents to divide land, Council and the Committee of Adjustment will be guided by the following policies.

- (1) Consents for new lot creation may be considered to infill existing developed areas and in other situations to achieve the better utilization of land.
- (2) Consents should not be granted where a significant extension of any major municipal service will be required.
- (3) The lot to be created and the retained lands shall have adequate frontage and access on a public road. Consultation is required with the applicable road authority. This policy does not apply to the creation of one new lot, plus the retained land, abutting a private right-of-way in accordance with **Section 4.9.4 (4) Private Roads** of the Rural policies.
- (4) Consents may be granted for technical purposes or minor adjustments to existing parcels of land, such as title corrections, boundary adjustments, lot additions, easements and rights-of-way.
- (5) Consents should not be granted if the result would be to interfere with or deter potential plans of subdivision.
- (6) A consent shall not be appropriate where detailed and complex implementation mechanisms would be required.
- (7) Generally, a proposal for land division by consent should involve the creation of no more than two lots (plus a retained parcel). Sequential consents for new lots from a given parcel of land should not be permitted as an alternative to a plan of subdivision.
- (8) Consent may be granted for the assembly of land for a future plan of subdivision.

6.6.4 Condominium Act Development

- (1) Further to meeting the Development Priorities and Criteria requirements of **Section**

3.1 of this Plan, lands may be developed or redeveloped pursuant to the provisions of the *Condominium Act*, 1998 and implementing Regulations. A condominium permits the subdivision and title separation of land and buildings; and the areas within buildings on either a freehold or leasehold basis. A Freehold Condominium may be standard, common element, vacant land and/or phased, but does not consist of a Leasehold Condominium. A Leasehold Condominium is a registered condominium on leased lands for a term of not less than 40 years less a day and not more than 99 years.

- (2) Section 9(2) of the *Condominium Act*, 1998, shall apply to the approval and registration of a condominium plan. The County of Renfrew as the approval authority may grant exemptions to Planning Act approvals. However, vacant land condominium plan applications shall require a public meeting to be held.
- (3) Condominium development shall be subject to implementing Condominium Agreements. The Municipality may require that conditions be included in the condominium declaration. For instance, occupancy restrictions and short term/temporary residence should be addressed in the “declaration” of the condominium.

6.7 MAINTENANCE AND OCCUPANCY BY-LAWS

- (1) Council may pass by-laws establishing minimum standards of maintenance and occupancy in the Municipality. Maintenance and occupancy by-laws, applicable to all properties in the municipality may contain requirements with respect to:
 - (a) Garbage disposal;
 - (b) Pest control;
 - (c) Structural maintenance, safety and cleanliness of buildings;
 - (d) Services to buildings;
 - (e) Keeping properties free from rubbish, debris, weeds, abandoned or inoperative vehicles, trailers, boats, barges, mechanical equipment or material;
 - (f) Maintaining yards, land, parking and storage areas;
 - (g) Maintaining fences, swimming pools, accessory buildings and signs; and
 - (h) Occupancy standards

6.8 NON-CONFORMING USES

- (1) Some land uses will not conform to the land use designations of this Plan even though they legally existed on the date of approval of the Plan. Legally existing uses will have the continued use protection that is afforded by the Planning Act. However, should a non-conforming use cease to exist, the site shall be developed in accordance with this Plan. The foregoing will be achieved through zoning techniques, as further described in the **Implementation Section** of this Plan. Furthermore, Council may seek means to eliminate a use that is not zoned for its present use, through acquisition by the Town if sufficient funds are available, or by assisting to arrange for a more suitable location.
- (2) Where an extension, enlargement or change of a non-conforming use is proposed, permission may be granted under the provisions of the Planning Act, by Council or the Committee of Adjustment, provided that the following criteria are met:
 - (a) It should not aggravate any situation which is detrimental to neighbouring, conforming uses;
 - (b) It should be in reasonable proportion to the existing use and to the land on which it is to be located;
 - (c) Any extension or enlargement involving additional land should be minor in relation to the total property. Any major change shall require an amendment to the Official Plan;
 - (d) It should result in equal or greater compatibility with surrounding uses with regard to noise, vibrations, fumes, smoke, dust, odours, lighting and traffic generation;
 - (e) Adequate buffering, landscaping, setbacks and any other measures necessary to reduce the nuisance may be required as a condition of permission, and where possible, should be extended to the existing use;
 - (f) Proper access to the site will be provided to ensure that no traffic hazards are created;
 - (g) Adequate off-street parking and loading spaces will be provided;
 - (h) Applicable services such as public utilities, storm drainage works, water supply and sewage disposal systems must be adequate;
 - (i) Neighbouring property owners shall be notified of the proposed extension or enlargement of the non-conforming use before the final decision on the application is made, however they have no appeal rights to decisions made

by the Committee of Adjustment.

- (3) Non-compliance with site performance standards does not constitute a non-conforming use.

6.9 OTHER LEGISLATION

- (1) In addition to its powers under the Planning Act, Council will implement the Official Plan through powers conferred upon Council by other legislation (The Municipal Act, the Environmental Assessment Act, the Public Transportation Highway Improvement Act and any other applicable statute.)
- (2) By-laws passed by Council pursuant to such other legislation must be in conformity with the Official Plan, as prescribed by Section 24 of the *Planning Act*.

6.10 APPROVAL AUTHORITIES

- (1) The bodies and agencies that have the authority for various planning approvals (e.g. consents, plans of subdivision, minor variances, zoning by-law amendments) shall be satisfied that a proposal meets the intent of this Plan before granting such approval.

6.10.1 Tariff of Fees

The Council of Deep River, by by-law, may establish a tariff of fees for the processing of applications made in respect of planning matters, which tariff shall be designed to meet only the anticipated cost to the Municipality or to the Committee of Adjustment or to the Planning Committee in respect of the processing of each type of application provided for in the tariff.

6.10.2 Requirements for Pre-Consultation on Development Applications

- (1) Prior to the submission of an application under the Planning Act an applicant is encouraged to pre-consult with the Town. The purpose of the pre-consultation is to determine the scale and scope of any required information or material necessary to ensure the submission of a complete application.
- (2) Applications for official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, minor variance, and consent shall be supported by a complete application. The purpose of requiring a complete application is to ensure that Council has the necessary information to make informed decisions and/or comments on the aforementioned applications and to initiate the time frames for processing applications under the Planning Act.

The applications noted above must be accompanied by the information prescribed under the Planning (including the fee) and any or all information outlined below:

- (a) Air Emissions Study
 - (b) Archaeological/Heritage Assessment
 - (c) Blasting Impact Study
 - (d) Environmental/Biological Survey
 - (e) Environmental Impact Study (EIS)
 - (f) Environmental Site Assessment (Phase I and II)
 - (g) Geological/Geotechnical Study
 - (h) Housing Study
 - (i) Hydrogeological Study
 - (j) Landscaping Plan
 - (k) Land Use Compatibility Assessment
 - (l) Market Impact Study
 - (m) Noise Impact Study
 - (n) Parking Plan
 - (o) Planning Rationale Report
 - (p) Servicing Study
 - (q) Stormwater Management Plan
 - (r) Traffic Impact Study
 - (s) Tree Preservation/Planting Plan/Study
 - (t) Urban Design Study
 - (u) Vibration and/or Noise Impact Study
- (3) This list of information is not intended to be exhaustive. Other information may be required by the Town in consultation with other agencies in response to a particular development proposal to deem an application complete. In addition, other studies may be required to address issues that arise during the processing of applications.

Qualified professional consultants retained by and at the expense of the proponent shall carry out the studies. The Town may require peer review of the studies at the proponent's expense.

- (4) The specific submission requirement for any given application will be based on the scale of the proposal, its location, and its location in relation to other land uses.

6.10.3 Heritage Conservation

As a twentieth century "planned community", the Town of Deep River has many physical and cultural features, which make it unique in the Province of Ontario.

Council recognizes the importance of preserving and protecting significant built heritage resources and cultural heritage landscapes. The "campus" and associated waterfront lands, for instance, are considered to be cultural heritage landscapes worthy of protection. They provide a strong sense of place and identity to the people of Deep River.

The predominance of back laneways and absence of driveways in the old original "town site", provide another unique and recognizable cultural heritage feature that is strongly associated with the first area of settlement.

Council may designate under the Ontario Heritage Act, 2005, properties, districts and areas having historic and architectural value or interest in the Town under Parts 1V and V of the Act.

6.11 PUBLIC CONSULTATION

Applications for Plans of Subdivision, Consents, Minor Variances, Zoning By-law Amendments, and Official Plan Amendments will follow the public consultation processes for giving notice and holding meetings in accordance with the requirements of the Planning Act and associated regulations.

Alternatives to public consultation, beyond the minimum requirements of the Planning Act, may be considered for major and/or controversial planning applications where deemed appropriate by Council. A developer may be requested to prepare a "Public Consultation Strategy" as part of a complete application. The strategy should outline a specific process for notifying and engaging the public regarding the specific application.

6.12 BUILT FORM

Development proposals within a community should encourage a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

SECTION 7 - INTERPRETATION

7.1 LAND USE BOUNDARIES AND ROADS

It is intended that the boundaries of the land use categories shown on **Schedule "A"**, Land Use Plan be considered as approximate. They are absolute only where bounded by arterial or collector roads, railways, rivers or streams, or other similar geographical barriers. It is also intended that the location of roads as indicated on **Schedule "C"** be considered as approximate and not absolute. Therefore, amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries or to the location of roads, provided the general intent of the Plan is preserved. Such minor deviations will not be reflected on **Schedules "A" – "D"**, to this Plan.

In land use areas that are presently undeveloped, the boundaries of land use designations that are not clearly defined by roads, topographic or other fixed features may be adjusted to accommodate subdivision designs or planning applications so long as the general intent of the Plan is maintained.

In undeveloped areas, school sites, parks and local commercial areas may be incorporated into subdivision design features in the manner most suitable to the physical features or limitations of the area provided the general intent of the Plan is maintained.

7.2 LAND AREAS, POPULATION ESTIMATES

In the Plan, figures, quantities, densities and distances are not intended to be exact or rigid. It is intended that reasonable latitude will be available to Council in the interpretation and applications of these numbers and policies when actually establishing or approving the size, exact location or proposed development where deemed by Council to be necessary for the desirable development of the Municipality provided that the general intent of the Plan is maintained.

7.3 AMENDMENTS TO THE OFFICIAL PLAN

- (1) Office consolidations of this Plan and amendments thereto shall not require an amendment in order to be adopted by Council.
- (2) The Plan shall be read with such changes of gender and grammar as the context may require.
- (3) References to legislation imply the most recent statutes, as amended (e.g., Planning Act, R.S.O. 1990 Chapter P.13, as amended). Therefore, this Plan need not be amended to maintain the applicability of such references.
- (4) (a) Amendments may be made to the Official Plan when Council is satisfied that

such changes are warranted.

- (b) An amendment to the Plan may be initiated by Council and result from:
 - (i) changes in the internal or external economic, social and technological conditions of society;
 - (ii) the examination of the Plan at five year intervals as prescribed by the Planning Act.

- (c) An amendment to this Plan shall be required in order for:
 - (i) a significant change to be made in the boundaries of the designated areas;
 - (ii) a land use to be allowed that is not in conformity with the uses permitted in a designated area, or not contemplated by the policies of the Plan;
 - (iii) a revision to be made to any goal or policy statement of the Plan.

SECTION 8 – WEST END SECONDARY PLAN

1.0 “Vision and Guiding Principles

The ideal West-End is a peaceful residential community, immersed in nature with the facilities to live an active lifestyle; where residents are from all stages of life and the diverse range of housing options will address the housing needs for the growing community.

1.1 Goal

- a) To provide a policy framework that guides development and provide opportunities for new investment within the Town while remaining conscious and sensitive to the existing community, natural environment, and existing recreation amenities.

1.2 Principles

1.2.1 Environmental Protection

- a) Promote land use efficiency to minimize the development footprint.
- b) Encourage higher density development patterns to reduce land consumption and allow for the preservation of more greenspace while still meeting housing demand.
- c) Establish a phasing strategy for the development of the secondary plan area on an as needed basis to minimize unnecessary tree removal and environmental impacts.
- d) Support development that is sensitive to the natural environment and the establishment of green spaces.

1.2.2 Character

- a) Maintain existing look and feel of Deep River with regard to curving streets, facades, pedestrian linkages, and greenspace.
- b) Design the built environment in a way that is safe, convenient, and attractive for pedestrians and all other users.
- c) Design the built form to emphasize street visibility and natural surveillance to enhance safety within the community.

1.2.3 Affordability

- a) Provide a mix of dwelling types and tenure options.
- b) Work with senior levels of government and the private sector to facilitate an increase in the supply of affordable housing.

- c) Identify opportunities through senior levels of government funding sources that can be used to increase the supply of affordable housing in the Town.

1.2.4 Active Living

- a) Encourage pedestrian and active transportation linkages.
- b) Maintain and enhance a robust active transportation trail system.
- c) Encourage the design of streetscapes that are safe, accessible, and attractive for active transportation users.

1.2.5 Sustainability

- a) Support innovative development proposals that plan for the impacts of climate change and would improve sustainability through energy efficiency, stormwater management, environmental protection, tree retention, and land use efficiency.
- b) Encourage the use of sustainable materials for buildings, structures, pathways, and roads within the West End Secondary Planning (WESP) area.
- c) Encourage the design of neighbourhoods which have a high standard for energy efficiency and water conservation, the capacity to support electrical vehicle charging, and opportunities for the incorporation of renewable energy sources.
- d) Ensure design considers the impacts of climate change and provides for climate change resiliency.

2.0 Natural Environment

2.1 Vegetation Management

2.1.1 Tree retention

- a) Vegetation removal shall not occur until such time as a plan of subdivision or vacant lot plan of condominium has been draft approved, unless the removal of trees is for public safety, environmental management purposes, or otherwise authorized by the Town.
- b) Applications for plans of subdivision or condominium will be required to be accompanied by a Tree Protection Plan and a Tree Planting Plan for the proposed development. Sediment and erosion control measures shall be in place prior to any vegetation removal. Development proposals shall limit the removal of trees to the footprint of the proposed development and trees shall be retained wherever possible.

- c) Council may wish to establish a Tree Retention Policy. Until such time that a policy has been established only trees with a 100 mm Diameter Breast Height (DBH) or greater shall be identified in Tree Protection Plans.
- d) The existing vegetation within the allocated buffer areas shall not be removed, unless for the purpose of public safety, environmental management, or connection of services and/or roads. Minor tree removal for the purpose of creating or improving the trail system is permitted. Where trees are removed within the buffer, a tree planting plan shall be required which maintains/enhances the original vegetative cover.

2.1.2 Tree planting

- a) Appendix 6 of the Forest Management Plan provides recommendations for Urban Tree Planting in Deep River. Planting of trees, including street trees, within the WESP area should follow the recommendations in Appendix 6.
- b) In addition to replacements of removed trees from the vegetative buffers, there will be an expectation of a minimum of 1 tree planted per new residential unit. Trees may be planted as street trees, in public/common spaces, or in private front yards. A Tree Planting Plan may be required to implement tree plantings.
- c) For medium and high-density development, landscaping plans shall be required as part of the site plan process to identify tree planting and re-vegetation on-site.
- d) Only native species for trees and other flora shall be planted. Plantings should also have a high species diversity to prevent mass mortality. The “Choosing the Right Tree: A Landowner’s Guide to Putting Down Roots” prepared for Ontario’s Great Lakes St. Lawrence Forest Region should be used as a guide to tree planting and species selection.

2.2 Hazards

2.2.1 Hazardous, Unstable & Steep Slopes

- a) The portion of the WESP area lands located along the Ottawa River in part of Lot 10, Range “B”, geographic Township of Rolphton contain a natural hazard associated with unstable slopes. The lands to the north of Double Dip Road have been designated as Environmental Protection in order to identify the slope hazard and limit development.

- b) Minor adjustments to the Environmental Protection designation may be permitted without an Official Plan Amendment provided any proposed development on these lands are supported by a slope stability assessment prepared by a licensed geotechnical engineer.

2.2.2 Wildland Fire Hazard

- a) The WESP area lands are considered to be in an area of wildland fire hazard risk. The forest on the municipally owned lands consists of pockets of mature coniferous forests, pockets of mature mixed wood forest, and pockets areas of immature mixed woods.
- b) Wildland fire poses a risk to the forest as well as the Town as a whole. Mitigation measures should be taken to minimize the risk by providing natural breaks within the forest, minimizing fuel sources such as dead or downed trees and woody material, and low hanging branches, and providing non-combustible zones between forested areas and dwellings.
- c) Mitigation measures, in accordance with the Province's Wildland Fire Risk Assessment and Mitigation Reference Manual, shall be implemented within the WESP area to reduce wildland fire risk. Consideration should also be given to the mitigation recommendations set out in the County of Renfrew's *Mitigating Wildland Fire Risk* Guide. Council may require a wildland fire risk mitigation plan to be submitted with an application for development.

2.3 Conservation

2.3.1 Forest Conservation

- a) The forest and trails within the WESP area are highly valued by the residents of Deep River and forest and trail conservation shall be considered a high priority during the planning of future development within the Planning Area. To support forest conservation and protection of trails, a minimum of 30% of forested land should be retained within the entirety of the WESP area. For clarity, environmentally protected land, buffer areas and trails shall be considered part of the total forested land.
- b) Development shall be designed in a way which minimizes land consumption and maximizes land use efficiency in order to conserve forested land.
- c) Lot and street patterns that fragment forests and prevent trail connectivity shall be discouraged.

- d) Removal of vegetation within the WESP area shall not occur until a Plan of Subdivision has been draft approved and an erosion and sediment control plan is in place. Notwithstanding, minor vegetation removal for the purpose of completing the required studies to support an application for draft plan of subdivision (i.e., boreholes or wells) shall be allowed.
- e) During construction, vegetation removal should generally be limited to the area of proposed construction and consistent with the required tree retention plan.
- f) Vegetation removal shall not occur in the buffer areas unless for the purpose of public safety, environmental management, or connection of services and/or roads.
- g) Where re-vegetation is required, the vegetation to be planted shall only consist of native species. The native species proposed shall be identified on the tree planting plan.

2.3.2 Resiliency

- a) Ensuring resiliency in communities as well as in natural areas is key to ensuring the longevity of the spaces. Efforts to improve climate change resiliency of the development of the WESP area as well as the forest within it are strongly encouraged.
- b) Climate change poses a real threat to both the community and forest. Proposed development should be cognizant of this and ensure the design is resilient and can support mitigation and adaption measures to dealing with climate change, including stormwater management.
- c) To improve resiliency against invasive species, only native species shall be permitted to be planted within the WESP area. Plantings should consist of a diverse selection of native trees, shrubs, and other vegetation.

2.3.3 Water Conservation

- a) Development within the Planning Area shall encourage water conservation and should support the water balance equation by encouraging infiltration through stormwater management practices in order to continue to recharge the aquifer.
- b) Stormwater management systems within the Planning Area shall be designed to support water conservation and infiltration and may include the use of Low Impact Development (LID) practices.

- c) The use of Low Impact Development (LID) stormwater management practices is encouraged wherever possible to manage snowmelt and rainwater through evaporation, infiltration, and water re-use.
- d) Development should minimize impervious surfaces by reducing driveway and surface parking areas and providing permeable or semi-permeable surface materials as alternatives to concrete or asphalt to encourage infiltration.
- e) Promote efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality. The retention of rainwater at the source is encouraged through the use of rain barrels, cisterns, and other catchment systems.
- f) Developers shall strive to ensure that the water balance is not negatively affected through the development of the WESP area. Discussion of the water balance on site shall be addressed as part of the Stormwater Management Report.
- g) The inclusion of innovative techniques and strategies which support water conservation and infiltration is encouraged by the Town.

2.4 Natural Linkages and Buffers

2.4.1 Forest Connectivity

- a) The WESP area is currently well forested and contains a series of trails used by the public. Forest connectivity through the WESP area shall be maintained through the use of buffers and trails.
- b) Development shall ensure that forest connectivity is maintained for the purpose of the natural environment as well as the public interest and recreational opportunities.
- c) Removal of vegetation from the identified buffer areas shall be limited, unless for public safety, environmental management, or the connection of services and/or roads. Vegetation removal within the rest of the WESP area shall be limited to the area of construction and vegetation should be maintained where possible.
- d) The Town encourages providing additional forest connections through the WESP area where possible, including along rear lot lines of lots.
- e) Where re-vegetation occurs, only native species shall be planted. Plantings should also have a high species diversity to prevent monoculture.

- f) While forest connectivity is considered a high priority, breaks through the forested area should be provided in order to minimize the wildland fire risk.

2.4.2 Trails

- a) During the planning and construction of development within the WESP area, the existing system shall be maintained to the extent possible, with maintaining the main trails as a priority. As part of the complete tree inventory and tree retention plan, the primary trails through the development area should be identified and protected. These trail connections should also be identified and incorporated into the planning of the layout of the development.
- b) Wherever possible, these trails should be protected during development to minimize the impact to the vegetation.
- c) The open space shown on Schedule A is intended to protect a portion of the trail system from development. For clarity, trails shall be a permitted use in all designations in the WESP area.

2.4.3 Buffers

- a) The purpose of the buffers are two-fold: to preserve forested area and an intensive trail system, and to provide separation between surrounding land uses; specifically, the cemetery, the air strip, Highway 17, and the septage spreading field across McAnulty Road.
- b) The Deep River Cemetery is located abutting the Municipal Lands within the WESP area, along McAnulty Road. Development adjacent to the cemetery land should be designed to buffer and respect the character and peaceful setting of the cemetery. Specifically, drainage should be directed away from the cemetery and mature trees retained along the cemetery's boundary.
- c) The airstrip and Highway 17 both generate noise that may be incompatible with the proposed residential use. The Town may choose to require that development within 250 metres of the highway be supported by a noise and/or vibrations study to assess the impact on the proposed development.
- d) Development applications adjacent (within 300 metres) to licensed septage spreading areas will be reviewed to ensure land use compatibility. Studies that may be required to ensure land use compatibility include a hydrogeological assessment, environmental impact study and odour assessment.

- e) The buffers shall maintain in a vegetated state and tree removal not permitted unless for public safety or forest management reasons. Minor tree removal for the creation or improvement of the trail system shall be permitted.
- f) The Open Space buffers shown on Schedule "A" are generally as follows: along McAnulty is 40 metres, along the cemetery boundary is 20 metres, between the private land and public land is 20 metres, between municipal land and highway residential is 30 metres and between private land and highway residential should generally be no less than 20 metres, buffers between private land and Beatty Crescent should be no less than 10 metres. Development proposals are to generally respect these buffers and incorporate them into the planning of the development.
- g) Minor boundary adjustments to the designated buffer areas may be permitted to allow greater land use efficiency.
- h) Berms may be used to assist with land use compatibility.

3.0 Land Use

3.1 New Residential

- a) Section 4.2 of the Official Plan contain policies regarding residential development within the Town and shall be read in conjunction with the policies of this Secondary Plan. Where there is conflict between the West End Secondary Plan policies and the Official Plan, the Official Plan shall prevail.
- b) This Secondary Plan establishes policies for low- and medium-density residential development and related uses within the WESP area.

3.1.1 Density

- a) In accordance with the Official Plan, low density development shall not exceed 20 and medium density shall not exceed 30 dwelling units per gross hectare, respectively. Generally, the overall composition of development of Secondary Plans shall consist of no more than 45% as medium density uses. Development proposals that involve higher density uses may be considered in accordance with the terms of the "Increased Density (Bonus)" provisions of Section 6.3.4 of the Official Plan.
- b) The establishment of blocks instead of lots in plans of subdivision/condominium is encouraged as a form of lot creation to allow for flexibility in the supply of dwelling types and fluctuation in market demand and housing needs. The use of "part lot control" to create individual lots within a plan of subdivision is anticipated.

3.1.2 Permitted Uses

- a) The permitted uses within the New Residential Designation of the WESP area shall be in accordance with the Permitted Uses outline in Section 4.2.3 of the Official Plan.
- b) Low density residential uses shall include single detached, semi-detached and duplex dwelling units and accessory apartments. Medium density uses include three- and four-unit complexes, and townhouses (also called row housing). Small, low-rise apartments (no more than three storeys) and stacked townhouses may be permitted if the Town is satisfied that it can fit with the general character of the neighbourhood.
- c) Other innovative forms of housing and tenure may be permitted on a case-by-case basis to address housing needs in Deep River.

3.1.3 Dwelling Type

- a) A variety of dwelling types are permitted including, but not limited to, single detached dwellings, semi-detached dwellings, multiplexes, townhouses, and low-rise apartments, however make-up of dwelling types within the development should be based on market demand.
- b) The Town may choose to permit higher density housing options on a case-by-case basis in accordance with Section 6.3.4 in order to provide for special housing needs, including seniors housing and affordable housing.

3.1.4 Land Tenure

- a) The Town encourages a mix of land tenure, including rental and ownership, in order to provide a variety of housing options to meet housing needs.
- b) The Town will support condominium development and other innovative forms of land tenure in order to address housing needs within the community.

3.1.5 Phasing

- a) It is the intent of the WESP area to prioritize the development of the privately owned lands within the Secondary Plan Area, prior to the development of any municipally owned lands within the Secondary Plan area.

- b) Once the private lands have been approved for development (i.e. draft plan approval), consideration of the development of the publicly owned lands may occur. It is anticipated that the development of the public lands will occur in phases. The amount of land consumed and the number of units of each phase of the development should be qualified by the demand for additional housing supply in the Town and endorsed by Council in accordance with Council's responsibilities under Section 4.2.4(e) of the Official Plan.

3.1.6 Affordable Housing

- a) The Town of Deep River encourages the incorporation of affordable housing into new development. Affordable housing shall be considered in the planning and design of development within the WESP area.
- b) Affordable housing is defined as, in the case of ownership, the least expensive of, housing costs which do not exceed more than 30% of the gross annual household income, or housing which the purchase price is at least 10 percent below the average purchase price in the regional market area. In the case of rental housing, affordable means a unit which rent does not exceed 30% of gross annual household income, or a unit which rent is at or below the average market rent in the area. Affordable housing may also be defined by criteria established through the Canadian Mortgage and Housing Corporation (CMHC) funding programs.
- c) The Town will work with developers and private landowners to identify opportunities for increasing the supply of affordable housing within the Town as part of the WESP area.
- d) The Town will, in conjunction with private developers, work with senior levels of government to identify funding opportunities for affordable housing within the WESP area.
- e) Higher densities are often considered to be more affordable. Higher density housing options, such as stacked town houses and low-rise apartments, will be considered on a case-by-case basis to address affordable housing. The Town supports a mix of densities to further the supply of affordable housing within the community.
- f) Innovative development proposals which will increase the supply of affordable housing are encouraged.
- g) Additional Residential Units (ARUs) units shall be permitted on single and semi-detached, duplex, and townhouse lots to assist with the supply of affordable housing, providing it meets the requirements of the zoning by-

law. When designing new subdivisions, consideration, and planning for the introduction of ARUs will be encouraged.

3.1.7 Land use Compatibility

- a) All proposed development shall be compatible with surrounding land uses including adjacent uses as well as nearby existing neighbourhoods. Where medium density development is proposed, the Town may require additional measures, such as vegetated buffers, fencing, berms, increased setbacks, and other measures to ensure respect of neighboring lower density residential land uses.
- b) The protection and establishment of the vegetated buffers is of high importance to ensure land use compatibility, specifically along McAnulty Road and surrounding the Deep River Cemetery property.

3.1.8 Area specific Policies

- a) New Residential – Private
 - i. Private delineates the area proposed for the private development, commonly referred to as the Shaw Subdivision and lands associated with the St. Martin Ski Hill. In accordance with other policies in this Plan, New Residential – Private shall be the preferred first phase of development of the WESP Area.
- b) New Residential – Area 1
 - i. Area 1 delineates the area of public lands proposed for private development, south of Double Dip Road and north of Grouse Park. New Residential Area 1 may be considered in the first phase or early phases of development of the WESP Area.
- c) New Residential – Area 2
 - i. Area 2A and 2B delineates the municipal lands and the remaining private lands that are intended to be developed after New Residential – Private and Area 1. Development of Area 2A and 2B shall be in accordance with the applicable policies of this Secondary Plan as well as the Town’s Official Plan.
 - ii. New Residential – Area 2 – Exception
Lands delineated on Schedule ‘A’ as “New Residential – Area 2 – Exception”, located along the northern side of Double Dip Road will require a slope stability assessment by a qualified professional, as part of any development proposal to ensure there is a sufficient building envelope available outside of identified natural hazard areas.

3.2 Open Space & Parkland

- a) Lands designated Open Space on Schedule “A” are intended to be used for open space, trails, passive recreation, and vegetated buffers.
- b) Passive recreation, including non-motorized trails, and active recreation uses shall be permitted within the Open Space designation.
- c) Minor adjustments to the boundary of Open Space lands may be permitted without amendment to this Plan for servicing, roads, and for the efficient use of land when developing the lot layout.
- d) Further to subsection c) above, a public trail connection shall be provided between the lands designated Environmental Protection and Double Dip Road to ensure the EP lands are accessible. Additionally, a public trail connection shall also be provided between Double Dip Road and Grouse Park (through Residential Area 1). The exact locations of these trail connections shall be determined at the time a development proposal comes forward. No amendment to the Plan will be required to relocate the open space lands provided the intent of providing pedestrian connectivity is maintained.
- e) Under the Planning Act, the Town may require up to five percent (5%) of subdivision lands be conveyed to the Municipality as parkland (for park or other public recreational purposes). While this is the maximum allowed under the Planning Act, it is strongly encouraged that the design and integration of a robust trail system within the development area take priority over the statutory requirement. To keep consistent with the other neighbourhoods in the Town, the WESP area should ideally consist of no less than 15% greenspace once the site has been fully developed.
- f) Grouse Park is located immediately to the east of the WESP area and provides significant recreational opportunities to the residents of Deep River. With the proximity of Grouse Park to the WESP area, open space and parkland within the development area should largely consist of vegetated buffers, trails, and extensions of the existing Grouse Park. However, this does not preclude the expansion of Grouse Park or the inclusion of new parks or public or recreational amenities within the WESP area.

3.3 Environmental Protection

- a) Lands designated as Environmental Protection on Schedule “A” identify lands that contain a potential natural slope hazard. The lands along the Ottawa River contain a steep slope which has undergone erosion.
- b) Permitted uses within the Environmental protection designation would include passive recreation, including non-motorized trails.

- c) Due to the slope hazard, buildings or structures shall not be permitted. Notwithstanding, erosion control measures shall be permitted.
- d) Minor adjustments to the Environmental Protection designation along Double Dip Road may be permitted, provided any Planning Act application is supported by a geotechnical study prepared by a qualified geotechnical engineer and demonstrates that the property can realistically be developed.

3.4 Efficient Use of Land

- a) The efficient use of land within proposed development is a crucial component to ensuring that housing needs can be met while also protecting the natural environment.
- b) Land should be developed in a way which is efficient, maximizes the available developable lands, and which provides for the efficient and logical extension of municipal services, while respecting the environmental and buffering provisions of this Plan.
- c) Land should be subdivided into blocks to support variability and allow for flexibility in market demand and housing needs.
- d) Development shall occur as a logical extension of existing development (i.e., no leapfrogging).
- e) It is anticipated that the majority of the development of the WESP area will occur through the plan of subdivision/condominium process. Where the creation of lots is limited and does not require the subdivision process for the orderly development of land, the consent process may be considered.

4.0 Connectivity

4.1 Forest Connectivity

- a) The WESP area consists almost entirely of forested land. Maintaining continuity of the natural environment throughout the WESP area is important within the community. Vegetated buffers, trails, open space, and parkland should be strategically designed and situated in order to maintain forest continuity through the development.
- b) Trails within the WESP area will mainly be located within vegetated buffers and forested tracts. Where this occurs, the design of these forest and trail connections shall ensure that there is sufficient vegetation on either side of the trail in order to support forest connectivity. The Environmental Impact Study required to support development shall identify the required width of forest linkages that will support the continuity of the ecosystem within the forest.

- c) The forest connections, trails, and vegetated buffers shall be designed in a way which minimizes habitat fragmentation and allows for the movement of wildlife through the property.
- d) The existing trails are an important part of the west-end of Deep River. Development of the WESP area shall occur in a way which maintains the existing look and feel of trail systems.
- e) Development within the WESP area should be designed in a way which minimizes the environmental impact. The Environmental Impact Study shall identify areas which are considered to be ecologically important, including from a forest connectivity perspective, and should be protected.

4.2 Active Transportation

- a) Active Transportation systems shall be designed in a way which maintains public safety and is accessible to all users.
- b) To encourage pedestrian travel, streetscapes should be safe, convenient, and attractive for pedestrians and include shelters, provide appropriate lighting, street furniture, bicycle racks, and landscaping.
- c) Facilities for cyclists should be considered a priority within the WESP area.
- d) Council shall require the preparation of an active transportation plan as part of an application for subdivision to show the proposed pedestrian and cyclist routes and linkages throughout the development area as well as how they connect into the existing active transportation systems within the community.
- e) Public spaces within the Planning Area shall be designed in a way that encourages active transportation and active living such as through the use of multi-use pathways, gathering spaces, benches, and other interactive features.
- f) The existing robust trail system shall be maintained and improved where possible to encourage active transportation.
- g) Streets and streetscapes should be designed in a way which safety is prioritized for all users.
- h) Wherever possible, stormwater management facilities, including low-impact development practices, shall be designed in a way which is integrated with and complementary to the active transportation systems.
- i) Lot and street layouts should be designed in a way that encourages outdoor physical activity, including walking, running, and cycling.
- j) The existing trail system through the planning area is used by motorized vehicles include ATVs and snow mobiles. The Town may require the incorporation of a dedicated motorized vehicle path/trail as part of WESP/subdivision design.

4.3 Pedestrian Linkages

- a) The Town encourages maintaining and improving the trails network within the WESP area and pedestrian linkages to the existing active transportation network throughout the community. The trail network shall also provide connections to Grouse Park.
- b) The Town may consider, acquire, or become the benefactor of land for linkage purposes; however, the Town is under no obligation to purchase or accept lands for linkage that, in the opinion of the Town, does not serve to provide opportunity for long term continuous or contiguous connection. Linkage opportunities will be reviewed on an ongoing basis by the Town as part of Planning Act applications.
- c) The existing pedestrian network in the Town consists largely of multi-use pathways. It is the intent of this Plan that pedestrian linkages continue primarily as trails and multi-use pathways.
- d) Multi-use trail surfaces should be in accordance with the Town's design guidelines.
- e) Wherever possible, trails and pedestrian linkages should be integrated within open space and buffer areas.
- f) The Deep River Cemetery is located abutting the WESP area, along McAnulty Road. There are existing, well used trails which connect the Deep River Cemetery with Grouse Park. This is an important pedestrian linkage to the community and should be included in the design of future development in a way which preserves and enhances the linkage.

5.0 Built form & Design

- a) Generally, development within the WESP area should encourage a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character including built heritage resources and cultural heritage landscape.
- b) Council may choose to undertake the preparation of design guidelines for the entire community. Council may also choose to require an Urban Design Study/Brief be submitted with any application for development to ensure the built form will complement the character of Deep River.

5.1 Neighbourhood Character

- a) Development shall generally maintain the look and feel of the Town of Deep River, while at the same time meeting the density targets set out for the Secondary Plan. Not limiting the foregoing, key design elements of the Town of Deep River include curving streets, pedestrian connections, and plentiful greenspace.

- b) Development shall be human-scaled and shall generally be compatible in massing, density, design as the existing built form. Where higher densities are proposed that may conflict with existing lower density development, mitigation measures such as increased setbacks or buffers may be considered.
- c) Dwellings which contain attached garages should lessen the emphasis of garages by minimizing the projection of garages past the front wall of the dwelling. The Zoning By-law may contain provisions related to the projection of attached garages.
- d) Medium density development shall provide sufficient on-site parking to minimize on-street parking. The Town may require site plan control in order to address parking and other items such as snow storage and landscaping.

5.2 Land Use Patterning

- a) Development shall occur as a logical extension of existing development and should be compatible with the surrounding land use.
- b) Development should occur largely through the use of blocks to maximize opportunities and flexibility to allow for variation in market and community housing needs.
- c) To be consistent with the existing street layout of the Town, curved streets are strongly encouraged where they can be implemented safely.
- d) The trail system within the WESP area shall be designed in a way which is consistent with the existing trail systems and connects to the existing linkages in Town.
- e) The overall development design of the WESP area should occur in a way which maintains continuity through the forested area. The existing built-up neighbourhoods nearby the WESP area have strips of greenspace along roadways and between rear lot lines. To maintain forest connectivity and to have a similar look and feel as the existing neighbourhoods, the inclusion of these greenspace strips are encouraged.
- f) In new development areas, block sizes should be designed to be walkable, and where possible, should not exceed 150 metres in length. Where blocks greater than 150 metres in length is unavoidable, there should be a mid-block pedestrian connection and traffic calming measures.
- g) While the majority of the West-end of Deep River contains larger, single family dwelling lots, a more compact lotting pattern is encouraged within the WESP area in order to allow for more efficient land use and greater density to maximize the amount of greenspace available, while accommodating housing needs and growth.

- h) Road allowances shall be of a consistent size, support active transportation and accommodate street tree plantings.

5.3 Active Living

- a) Deep River is an active community with its robust trail system and many outdoor amenities. Active living is considered to be incorporating physical activity into everyday routine. The development pattern of the WESP area should be designed in a way which supports active living.
- b) The multi-use pathways, trails and overall greenspace should be designed in a way which is conducive to active living by connecting the WESP area pedestrian and cycling network into the existing active transportation system within the community.
- c) Deep River contains residents in all stages of life. Multi-use pathways and trails should be design and constructed in a way which is accessible for all users, including wheelchairs and strollers, to encourage active living.
- d) The public domain should encourage active living through the use of interactive facilities, seating, weather protection features and gathering spaces.
- e) Trails, pedestrian walkways, and boardwalks should provide signage located at the beginning of the trail head and at key points of connection with the primary active transportation network.
- f) For higher densities of residential development there will also be the requirement to provide for the indoor storage of bikes in order to support an active lifestyle.

5.4 Safety & Accessibility

- a) The built environment of the WESP area should be designed in a way which enhances perceived safety, using methods such as natural surveillance, lighting, and.
- b) Streets should be well-lit at dawn, dusk, and during the night to benefit the community's sense of safety. All lighting should be dark sky compliant.
- c) Where permitted, recreational trails and walkways should be adequately illuminated during low-light hours. Special consideration should be given to lighting strategies in areas which may impact local wildlife.
- d) Traffic calming strategies, such as narrowed travel lanes, curb extensions or speed humps, should be considered when designing street networks. Where possible, design pedestrian priority streets that calm traffic to create a safe environment for everyday socializing.
- e) Where appropriate, design the streetscape to physically separate pedestrian walkways, vehicular lanes and parking to minimize risks and provide a comfortable experience for all users.

- f) Controlled pedestrian crossings should be provided at least every 150 metres along collector roads and at any other high pedestrian traffic points where pedestrians have to cross a road. Where appropriate, tactile features or other distinctive materials may help to visually and tactilely distinguish the locations of pedestrian crossings.
- g) New development should provide adequate stormwater management facilities within the streetscape in order to mitigate water pooling on pedestrian walkways and vehicular laneway to improve safety for all users.
- h) New development should improve opportunities for natural surveillance, through placement of windows, open areas with clear lines of sight, and minimizing blank walls on buildings.
- i) Sight lines should be maintained in parks and shared open spaces, as well as along the street, to avoid blind turns and areas where pedestrians are not seen.
- j) The exposure risk to motorized vehicles should be minimized by designing intersections that are pedestrian-oriented, especially on collector and arterial roads.
- k) Where there is a desire to discourage vehicle access on trails or multi-use pathways, bollards or a similar barrier are preferred with adequate spacing for a mobility device to comfortably pass. Cables or chains present significant obstructions and should be avoided. Removable bollards at certain access points should also be considered as temporary access for maintenance or emergency vehicle access may be necessary.

5.5 Greenspace

- a) Multi-use trail surfaces and trail surfaces should generally be no less than 3 metres in width to provide adequate space for bi-directional travel.
- b) Stormwater management facilities should be integrated into the open space and parkland spaces in a way which fits with and complements the natural environment.
- c) Deciduous trees should be located south of an area to be shaded to optimize sunlight in the winter months and limit exposure in the summer months. Similarly, Evergreen trees should be located on the north and west side of gathering areas to help screen winter winds.
- d) Consideration for seating for users with different abilities, as well as wayfinding signage, and refuse and recycling bins in rest areas and at main trail heads should be included as part of the design.
- e) Opportunities to integrate weather protection and warming elements, such as canopies, are encouraged to provide user comfort and extend the usability of outdoor spaces.

- f) New parks and open spaces should be designed to optimize the local micro-climate by mitigating inclement weather including solar exposure, wind, snow, and rain.
- g) Grouse Park has an existing playground area however, Council may require future development to plan for play spaces within the WESP area. Where play spaces are desired, multi-generational play spaces, outdoor gym equipment, and playground equipment are encouraged to cater to a diverse range of users.
- h) Open space, trails, and parks, including play spaces, shall be developed in a way that is sensitive to the natural environment.

5.6 Public Domain

- a) Opportunities to provide community gardens within the public domain should be sought out in all open space areas, not just parks, and especially in higher density housing areas which may not be conducive to private garden facilities.
- b) Paving patterns are encouraged as engaging elements while also marking transitions between spaces such as active building edges or landscaped areas, for those who are blind, with vision impairments or low vision.
- c) Primary walkways should provide a visual contrast between the ground and the surroundings, to support navigation of customers who have low vision.
- d) Wayfinding features should be provided on recreational trails and on walkways at regular intervals and in strategic locations, depending on the context.
- e) Clear lines of sight along walkways and recreational trails should be provided to aid with navigation and wayfinding.
- f) Seating should be considered as part of the design of the streetscape and should be located at regular intervals. In general, seating should be offered at varying heights to accommodate a range of users and should be designed to encourage social interaction, such as by clustering benches. Where possible, seating designs that incorporate shapes, forms, and colours that invite play and interaction with children are encouraged.
- g) Space to pull up wheelchairs, strollers, or other flexible seating next to fixed seating should be considered in the design of public spaces.
- h) All crosswalks should be designed with no-slip markings.
- i) Wherever possible, the public domain, especially gather spaces, should be designed in a way which encourages place-making.
- j) Weather protection features should be considered in the design of public spaces to complement other amenities such as playgrounds, picnic areas, or other zones designed for public gathering and socializing.
- k) Development should deliver social spaces for both older adults as well as children and consider opportunities for intergenerational programming.

6.0 Sustainability

6.1 Energy Efficiency

- a) The design of subdivisions/condominiums shall consider the orientation of roadways to maximize opportunities for passive solar gain and use energy efficient development forms and building measures. South-facing buildings and windows that are designed to reduce summer thermal gain can maximize solar energy potential.
- b) Wherever possible, energy efficiency should be incorporate into the public domain through the use of lighting, vegetation, and renewable energy.
- c) All lighting should be dark sky compliant.
- d) The design of development shall take into consideration the four-season weather conditions of the Town including prevailing winds, wind speeds, precipitation trends and average access to sunlight.
- e) Landscaping can provide summer shade and protection from winter winds. Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development, and screen parking, loading, garbage, and service facilities from adjacent properties and streets.
- f) Incorporate sustainable design elements such as green roofs or walls, sun traps, and reflective or permeable surfaces where possible.

6.2 Renewable Energy

- a) The Town strongly support the use of renewable energy. Development should incorporate renewable energy opportunities through electric vehicle charging, and solar energy.
- b) The inclusion of electric vehicle charging stations the development of the WESP area is strongly encouraged. Both low and medium density residential development should be constructed in a way which provides the necessary connections to allow for EV charging stations.
- c) Individual renewable energy sources (i.e. solar panels) are also encouraged to be included as part of the development, including through the installation of proper electrical circuits which would support these energy sources.
- d) Incorporate renewable energy where feasible, including solar, geothermal, and wind-generation. Preserve for and accommodate new technologies as they are developed.

- e) Where possible, the incorporation of renewable energy sources into the public domain, such as the use of solar panels as shade shelters, is encouraged.

6.3 Climate Change Resiliency

- a) There are existing community gardens within Grouse Park which are well utilized. Community gardens and other urban agriculture practices can reduce food insecurity and improve climate change resiliency within the community. As part of the public spaces within the WESP area, Council may wish to consider the development of additional community gardens or other urban agriculture practices.
- b) Vegetated cover should be maintained wherever possible and impervious surfaces, such as concrete and asphalt, should be minimized in order to reduce the urban heat island effect within the development area.
- c) Development shall be planned in a way which takes into account the impacts of a changing climate, such as extreme weather like flooding and heatwaves, by minimizing impervious surfaces, maintaining a robust vegetation cover, and accounting for the changing climate when planning for stormwater management.
- d) Best management practices, strategies and technologies that work to mitigate the impacts of and/or adapt to the changing climate shall be encouraged.

6.4 Snow Storage

- a) Medium density development shall be designed with practical functionality including snow removal and snow storage. Snow storage locations should not interfere with amenity spaces, pedestrian pathways or cycling infrastructure and shall be integrated into the stormwater management design of the project.
- b) Any proposed development shall plan for snow storage and meltwater. Low Impact Development (LID) practices shall be used where possible to manage snowmelt and rainwater on site through evaporation, infiltration, and water re-use.

7.0 Servicing & Phasing

7.1 Private Lands

- a) The private lands consist of approximately 10 hectares of residential land located in part of Lot 9, Range A, known as the Shaw Lands, and approximately 1.0 acre of residential land located in part of Lot 9, Range B, on lands known as the Ski Hill property.

- b) The Shaw Lands shall be the first phase of development within the WESP area.
- c) The Ski Hill property is constrained by the need to extend the municipal sewer services to the property and the municipal lands. In the interest of good planning practice, the Ski Hill lands should not be developed until they can be serviced by full municipal services.

7.2 Municipal Lands

- a) The municipal lands consist of approximately 33 hectares of land within part of Lot 10, Range A and B, and approximately 1 hectare of land along Double Dip Road in Lot 9, Range A, known collectively as the Municipal Lands.
- b) An extension of municipal sewer and water services will be required to support the development of the Municipal Lands. There is a pre-existing sewer connection at the bottom of Chadwick Drive with an easement between lands known municipally as 34 and 36 Chadwick Drive, which extends to the Ski Hill property. This is the preferred method of servicing the Municipal Lands within the WESP area.
- c) The majority of the Municipal Lands are designated Residential, with the lands to the north of Double Dip Road primarily designated as Environmental Protection due to steep and unstable slopes. A significant portion of the Residential lands are designated as Residential.

7.3 Hierarchy of Development

- a) Growth shall occur in a phased manner that ensures the provisions of full municipal services to residents.
- b) The Town has sufficient land to accommodate growth for well beyond the 20-year planning horizon. To prevent unnecessary development, development shall occur in an efficient and phased manner. The privately owned lands designated as Residential in the West-end of Town should be developed first. Once these privately owned lands have been given conditional approval for development, the municipally-owned lands within the WESP area can be considered for developed, however this shall occur on an as needed basis to address housing need.
- c) Notwithstanding the above policy, should the private landowners not be interested in the development of their property over the medium to long term, the municipal lands may be developed in phases to meet growth needs.

7.4 Roads

- a) Further development of the road network within the WESP area shall generally be in accordance with Section 5.3 of the Town Official Plan.

- b) The connection of a new road into an existing road network should be consistent with the existing block pattern and length and should look similar to the existing road network. Public safety and site lines where new roads connect with the existing network are key elements.
- c) Collector and arterial streetscapes should be designed to incorporate a multi-use pathway running parallel to the street but separated by some form of buffer, to enhance safety for all users.
- d) The seasonally maintained road which goes through the WESP area, known as Double Dip Road, is not located on the existing road allowance. Due to the unstable slopes to the north of Double Dip Road, along the Ottawa River, it may not be feasible to re-align the road on the road allowance. A geotechnical study to assess the unstable slope shall be required to re-locate Double Dip Road along the road allowance. Alternatively, the existing road allowance may be extinguished, and a new road allowance established along the existing Double Dip Road.

7.5 Municipal Services Policies

- a) Municipal servicing shall be consistent with the policies of Section 12 of the Town's Official Plan.
- b) Municipal services such as sewers, water, stormwater, and public/private utilities will be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development.
- c) There is an existing sanitary system connection at the northern end of Chadwick Drive that should be used to connect the WESP area to municipal services.
- d) The existing municipal water line runs along Highway 17 and shall be required to be looped as part of the development of the WESP area.
- e) Development of the WESP area shall only be permitted if there is municipal water and wastewater capacity available. A Servicing Capacity Assessment shall be submitted with each Phase of development, ensuring there is sufficient reserve municipal water and sanitary capacity to accommodate the proposed development.

7.6 Stormwater Management

- a) Storm water management (SWM) facilities are essential for sustainable development. As such and given the exact size and location of facilities is determined after detailed engineering studies have been provided with development plans; stormwater management facilities shall be considered a permitted use within both the Residential and Open Space designations of this Plan.

- b) In order to meet storm water quality objectives, the retention of existing tree cover or natural vegetation, tree planting plan and the provision of significant grassed and natural areas, shall be encouraged to be incorporated into stormwater design to facilitate absorption of surface water into the ground.
- c) Innovative landscaping design which incorporates stormwater management systems, such as bioswales, rain gardens, and permeable pavement, shall be incorporated wherever possible.
- d) All new development shall require approval of a storm water management plans and/or drainage plans from the relevant approval authority to ensure storm water is effectively and properly managed to mitigate or alleviate flooding of adjacent and downstream properties during storm events.
- e) Prior to any major development, a storm water management and erosion and sediment control study will be required as part of the Functional Servicing Plan. This study will examine the suitability of the site, the water table conditions and surface drainage. In addition, development proposals must be accompanied by a drainage plan that indicates contours, elevations, and the proposed final grade. This drainage plan must be prepared to the specifications of, and be subject to, the approval of the Town.
- f) Best Management Practices shall be applied to meet or exceed Level 1 protection criteria (or equivalent) as outlined in the Ministry of Environment's "Storm Water Management Practices Planning and Design Manual, June 1994" or any update of that document. Where Level 1 protection cannot be met or exceeded, a compensation agreement shall be required to the satisfaction of the Town.
- g) As extreme weather events become common place, the need for enhanced stormwater management becomes critical. As such, care and consideration must be given to locate and effectively manage snow storage to ensure there is no conflict with the Stormwater management systems and that freeze thaw occurrences can be effectively managed.
- h) The incorporation of stormwater management into the street scape is strongly encouraged in order to manage stormwater runoff, reduce the "urban heat island", and improve safety by providing a buffer between modes of transportation, as well as removing storm water from impervious surfaces that can become dangerous when water pools.
- i) Design stormwater management facilities for climate resiliency, including increasingly frequent and extreme weather events.

8.0 Interpretation & Implementation

8.1 Interpretation & Implementation Policies

- a) In general, the Secondary Plan is a part of the Official Plan and the Official Plan shall be read in conjunction with the policies of this Secondary Plan. Where there is conflict between the Secondary Plan and the Official Plan, the Official Plan shall prevail.
- b) Implementation shall generally be in accordance with the provisions of Section 6.0 of the Official Plan.

8.2 Implementation Tools

8.2.1 Zoning By-law

- a) Following the approval of this Secondary Plan, the implementing Zoning By-law will be reviewed to bring it into conformity with the policies of this Plan. Until such time as the Zoning By-law can be amended to bring it into conformity with this Plan or Amendments thereto or repealed to allow a new by-law to be enacted, the present Zoning By-law shall remain in effect. Any amendments shall be in conformity with this Plan.

8.2.2 Holding (-h) Provisions

- a) The intent of the holding symbol is to establish the principle of development but hold it from occurring until such time that the requirements needing to be addressed. The Town may wish to use a holding symbol to control development until it is satisfied that any required conditions have been met.

8.2.3 Site Plan Control

- a) All the lands within the WESP area boundary are designated as Site Plan Control Area. All of the lands within the site plan control area may be subject to site plan control by-laws.
- b) Site Plan Control shall generally be in accordance with the Site Plan Control Area policies set out in Section 6.4 in the Town Official Plan.
- c) For medium density development, a site plan may be required and should address on-site parking, landscaping, waste facilities, stormwater management and drainage, and any other items the Town identifies.
- d) The Town may request public input into the planning process on site plan applications that would result in significant new development.

8.3 Complete Application

- a) The requirements for complete application shall generally be in accordance with Section 6.10.2(2) of the Town Official Plan.
- b) In addition to the policies of 6.10.2(2), an applicant shall be required to pre-consult with the Town prior to the submission of an application under the Planning Act. The purpose of the pre-consultation is to determine the scale and scope of any required information or material necessary to ensure the submission of a complete application.
- c) In addition to the studies listed in Section 6.10.2(2), the following studies may also be required:
 - Servicing Capacity Assessment;
 - Housing Needs Assessment;
 - Slope Stability Assessment;
 - Tree Retention Plan; and/or
 - Active Transportation/Trail Plan.
- d) Council may require that additional studies be required to support the application, as set out in Section 6.10.2 of the Official Plan.
- e) Alternatives to public consultation, beyond the minimum requirements of the Planning Act, may be considered for major and/or controversial planning applications were deemed appropriate by Council. A developer may be requested to prepare a “Public Consultation Strategy” as part of a complete application. The strategy should outline a specific process for notifying and engaging the public regarding the specific application.

8.4 Plans of Subdivision/Condominium

- a) The Planning Act provides for two methods of subdividing land (or the interest in land): a registered plan of subdivision and a consent. The division of land in the WESP area shall generally take place by plan of subdivision.
- b) The division of land shall be in accordance with Section 6.6 of the Town Official Plan.”