City of Orillia
Official Plan

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The City of Orillia Official Plan

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The City of Orillia Official Plan

1.0 INTRODUCTION

1.1 PURPOSE

a) The Official Plan is one of the City's primary tools used to direct the actions of local government, while shaping future growth and development. The Orillia Official Plan establishes a vision for the future urban structure of the City. This Plan will serve as the basis for managing change to the year 2031. The achievement of this future urban structure will, in large part, be dependent on the form, location and rate of growth permitted by Council.

1.2 VISION

a) Orillia's unique character and strong civic identity make it a great place to live. Its 'home town' atmosphere is rooted in a vibrant downtown, an excellent trails and parks network, with waterfront access on two lakes and comprising part of the Trent-Severn Waterway. Orillia is a four-season community that offers a year-round celebration of its culture and heritage.

b) The Vision of this Plan is to guide future growth and development in a manner that creates a *complete community*. Orillia will be a safe, healthy, attractive and livable community where people of all ages and abilities can live and have a sense of belonging. This Plan promotes a City with:

i) clean air, land and water;

ii) a vibrant downtown with strong connections to the waterfront;

iii) housing choices that meet the needs of all people throughout all stages of life;

iv) beautiful neighbourhoods;

v) green spaces, *recreation* facilities, trails and shorelines that promote active, healthy living;

vi) a strong and competitive economy;

vii) cultural facilities and events that celebrate the community; and,

viii) urban design that is inspiring.

1.3 CONSULTATION

a) The City has a responsibility and desire to involve and consult residents as it makes planning decisions. The process to review and update this Plan was comprehensive and benefited from the participation of many stakeholder groups, business owners and residents.

b) This Plan is a direct extension of the public consultation that was undertaken to identify the community's goals. As a result, the policies within this Plan reflect the collective aims and aspirations of the people of Orillia. This Plan is one means through which the community's unique character and quality of life can be preserved while remaining competitive in the larger region.

1.4 PHILOSOPHY

a) This Plan is written to direct change in accordance with Provincial policy, with a new emphasis on *intensification*, environmental responsibility, support for transit and the efficient and cost effective use of *infrastructure*. This Plan is also written to balance the process of evaluating the suitability of land use and/or built form change through its policies and the subsequent planning approval processes.

b) When land use and/or built form change is proposed, this Plan is intended to provide clear direction to Council, both in general terms related to the long-term vision, as well as through specific policies through which to evaluate the impacts and benefits of change and the degree to which proposed changes are in the public interest.

1.5 CONTENTS

a) The format of the Official Plan is as follows:

i) Section 1.0, Introduction, contains the purpose of the Plan, the Vision and the context in which it was prepared;

ii) Section 2.0, Principles, describes the long-term strategy for planning and development in Orillia;

iii) Section 3.0, Land Use Designations, translates the vision and principles into a development pattern and urban structure for Orillia;

iv) Section 4.0, Overlay Designations, provides additional site-specific policies to govern areas of significance or with unique attributes. The uses permitted on the lands affected by these overlay designations are established by the underlying land use designation.

v) Section 5.0, Heritage Policies, outlines the policies to ensure that the heritage resources of Orillia are preserved and enhanced where possible;

vi) Section 6.0, Infrastructure and Services, describes the priorities of Council relative to transportation issues and future public works;

vii) Section 7.0, Implementation, establishes the way in which the policies of the Plan will be achieved;

viii) Section 8.0, Interpretation, represents a general statement regarding the contents of the Plan, the standards used, and how the Plan is to be interpreted; and,

ix) Section 9.0, Glossary, provides the meaning of some of the expressions and phrases employed in this Plan. Definitions contained in the Glossary are *italicized* throughout this Plan.

b) These nine sections and the attached Schedules 'A', 'B', 'C', 'D', ‘E’ and ‘F’ constitute the City of Orillia Official Plan.

2.0 PRINCIPLES

2.1 INTRODUCTION

a) The principles of this Plan build upon the Vision outlined in Section 1.2 and form the basis of the policies contained within this Plan. Four principles guide the City in the achievement of the Vision:

i) manage growth in a responsible and efficient manner;

ii) promote a *complete community* that supports a healthy, safe and diverse population;

iii) ensure the sustainability and integrity of the environment; and,

iv) promote a strong and diverse employment base.

2.2 PRINCIPLE 1: Manage Growth in a Responsible and Efficient Manner

a) It is anticipated that the City of Orillia will accommodate a population of 41,000 people, with an employment target of 21,000 jobs by the year 2031. This represents growth of approximately 11,000 people and 4,000 jobs respectively.

b) New residential growth will be accommodated within the Neighbourhood Greenfield designation, as well as through *intensification* in appropriate locations throughout the City. Over the lifespan of this Plan, a minimum of 40 percent of all new residential development shall be accommodated through *intensification* initiatives on lands within the *Built Boundary* identified on Schedule ‘A’.

c) Planning for new development will be carried out in a manner that makes efficient use of existing *infrastructure*, vacant and underutilized lands and buildings and existing as well as planned municipal services.

d) New development in *designated greenfield areas* outside of the *Built Boundary* will achieve a minimum gross density of 42 persons and/or jobs per hectare.

42 persons and/or jobs per hectare represents the average of a minimum *density target* for the designated greenfield *employment areas* of 25 jobs per hectare within the Business Park/Industrial designation and 50 persons and/or jobs per hectare within the Neighbourhood Greenfield, Major Institutional and Community Commercial designations that are located outside of the defined *Built Boundary*.

e) The achievement of sustainability objectives and a high quality of urban design for new buildings and development projects will be expected.

f) All new development shall be designed to improve the character of the existing community without causing undue, adverse impacts on adjacent properties.

g) Development achieved through *intensification*, particularly within the Downtown Area, shall foster a pedestrian environment which promotes social interaction and easy access to community amenities.

h) Development may be phased to ensure that the specified targets for *intensification* and density are achieved prior to, or concurrent with new development.

2.3 PRINCIPLE 2: Promote a Complete Community that Supports a Healthy, Safe and Diverse Population

a) A *complete community* is designed for all stages of life and includes an array of jobs, cultural and educational opportunities, places for active and passive *recreation*, health care facilities, commercial opportunities and a broad mix of building and housing types. It also includes places to meet and build social connections.

b) This Plan provides for an appropriate range of housing types and densities for the current and future residents of Orillia.

c) A healthy population requires a full range of health-related facilities, *recreation* facilities and opportunities for active transportation. These facilities and opportunities shall be accessible to the entire Orillia population.

d) To provide for an appropriate range of housing types and densities, the City will maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and lands which are designated and available for residential development.

The City will also maintain at all times land with servicing capacity sufficient to provide a 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

2.4 PRINCIPLE 3: Ensure the Sustainability and Integrity of the Environment

a) The protection and enhancement of *natural heritage features and areas* and environmental resources is a priority, as are the ecological and hydrological functions that create and maintain these features.

b) All potential environmental impacts will be considered in reviewing new developments. These impacts will include, but not be limited to:

i) *natural heritage features and areas* and functions;

ii) water quality in Lake Simcoe and Lake Couchiching;

iii) water conservation and water source protection;

iv) greenhouse gas emissions; and,

v) solid waste disposal and strategies for reduction, reuse and recycling.

c) The promotion and utilization of *alternative energy systems*, including wind, solar and renewable resources will be encouraged.

d) Public open space areas and trails will continue to form a key element of the City's *natural heritage system*.

e) Greening elements, including street trees and other landscaping features will be a priority, particularly in the Downtown Area and adjacent to the waterfront. Greening elements are to be included in all development proposals in order to supplement and enhance streetscapes and *natural heritage features and areas*.

f) New opportunities will be identified to reduce landfill waste, while integrating enhanced composting and recycling initiatives and related opportunities where appropriate.

g) Efforts will be taken to ensure that all new and existing municipal buildings perform to the highest environmental standards that are feasible, taking into account such considerations as energy efficiency, greenhouse gas emissions, water conservation and consumption, waste management, site design and landscaping.

h) Development throughout the City will have long-term implications for the environment including the water quality of Lake Couchiching and Lake Simcoe and potentially for public health and safety. The following are considered key elements to be considered in a comprehensive strategy to promote sustainable development, and are to be implemented by the policies of this Plan:

    i) In order to reduce energy consumption, reasonably compact forms of development shall be maintained in conjunction with efficient pedestrian, bicycle, public transit and vehicular transportation networks.

    ii) Neighbourhood services and facilities shall be provided close to residential development to help reduce automobile trips.

iii) When considering building forms, development which results in extensive loss of sunlight to adjacent land uses shall be discouraged.

iv) Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, *alternative energy systems*, and conformity with LEED certification shall be encouraged in all new buildings.

v) New commercial, institutional, industrial and apartment buildings shall be encouraged to incorporate a 'green-roof' into the design of the building.

2.5 PRINCIPLE 4: Promote a Strong and Diverse Employment Base

a) Economic development will be encouraged to achieve sustainable economic prosperity for Orillia and to create a diversified economic base. The City will encourage a competitive business environment.

b) An appropriate supply of adequately serviced employment land will be maintained and enhanced.

c) The tourism potential of the waterfront, Downtown Area and adjacent residential neighbourhoods will be enhanced by promoting and encouraging waterfront-related facilities and development.

d) The City of Orillia shall promote long-term economic prosperity through economic development and competitiveness by:

i) optimizing the long-term availability and use of land, resources, *infrastructure* and *public service facilities*;

ii) maintaining, and where possible, enhancing the vitality and viability of the Downtown Area;

iii) promoting the development of *brownfield sites*;

iv) promoting and facilitating post-secondary education opportunities that will enhance employment opportunities in

the community, promote the retention of post-secondary graduates and drive demand for additional community services, retail facilities and housing opportunities;

v) providing for an efficient, cost-effective, integrated and reliable *multi-modal* transportation system that is appropriate to address projected needs;

vi) planning for new development in a manner that appropriately buffers and/or separates major facilities and *sensitive land uses* from each other in order to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety;

vii) providing opportunities for sustainable tourism development;

viii) providing opportunities for increased energy generation, supply and conservation, including *alternative energy systems* and *renewable energy systems* that are affordable and reliable; and,

viv) promoting a diversified, competitive and sustainable economic base by encouraging a variety of employment opportunities throughout the City.

3.0 LAND USE DESIGNATIONS

3.1 INTRODUCTION

a) To achieve the objectives of this Plan, a variety of land use designations have been established. The land use designations and the policies articulated within this Plan are among the City's key tools for achieving the Vision set out in Section 1.2, and the Principles set out in Section 2.0.

b) It is the intent of this Plan that all development within the City occurs in accordance with these land use policies. Schedule 'A' maps out the land use designations and should be read in conjunction with Schedules 'B', 'C', 'D' and 'E'.

c) The structure of this Section of the Plan is as follows:

The **Downtown Area** includes the following land use designations**:**

i) Historic Main Street;

ii) Downtown Shoulder;

iii) Hospital District; and,

iv) Central Core Intensification Area.

The **Living Area** includes the following land use designations:

v) Stable Neighbourhood;

vi) Neighbourhood Greenfield; and,

vii) Intensification Area.

The **Employment Lands** includes the following land use designations:

viii) Business Park/Industrial;

ix) Light Industrial Service;

x) Major Institutional;

xi) Community Commercial; and,

xii) Arterial Commercial.

The **Environment/Open Space Area** includes the following land use designations on Schedule 'A':

xiii) Environmental Protection Area;

xiv) Potential Environmental Linkages; and,

xv) Parkland and Major Open Space.

3.2 THE DOWNTOWN AREA

3.2.1 INTENT

a) Today the 'Downtown Area' of Orillia, as identified on Schedule 'A', remains the administrative and cultural hub of the City. It is also a residential neighbourhood, containing a significant cluster of service commercial and retail activity. The retail component generally includes smaller-scale stores that serve a more ‘boutique’ function.

The 'Downtown Area' includes an eclectic mixture of buildings - different styles, different scales and from different eras. The mixture of land uses varies from single detached homes to apartments, office uses and the Hospital. The 'Downtown Area'

includes Mississaga Street which serves as the community's historic 'Main Street' and supports an inventory of historic buildings.

b) The 'Downtown Area' includes a relatively large geographic area. Within this area, distinct districts have emerged that reflect the historic development pattern as it has evolved over the past century and a half. These districts are identified on Schedule 'B' as:

   i) Historic Main Street;

   ii) Downtown Shoulder;

   iii) Hospital District; and,

   iv) Central Core Intensification Area.

c) New development within the 'Downtown Area' will happen incrementally over the long-term. This development will take many forms and will respond to market forces, financial feasibility and political directions over many years. To achieve long-term success, it is imperative that a long-term commitment to revitalization and development is shown by the public sector, including the City, the Province and, where appropriate, the Federal government.

3.2.2 OBJECTIVES

The policy directives of this Plan intend to make the 'Downtown Area' a focus for investment in the years to come. The objectives of this Plan for the 'Downtown Area' are to:

a) Identify the current structure of the 'Downtown Area' and determine where new development activity should be focused.

b) Provide clear principles, policies and design guidelines that:

   i) protect and enhance the character and viability of the historic 'Main Street';

ii) promote the 'Downtown Area' as a focal area for investment in commercial, institutional, cultural, entertainment and residential uses; and,

iii) ensure that new development is *compatible* with existing development patterns both within the 'Downtown Area' and within adjacent 'Stable Neighbourhoods'.

c) Create new programs, planning and/or financial mechanisms to ensure more urban lifestyle choices and a high standard of urban design while reducing the costs of new forms of development in the 'Downtown Area'.

d) Enhance the appearance and encourage a high level of property maintenance for buildings and their surroundings.

e) Ensure that public improvement projects are undertaken within an overall design and implementation program that is consistent with the policy objectives of this Plan.

f) Encourage the City to work with other government agencies and the private sector to promote innovative housing forms and development techniques in the 'Downtown Area' that will facilitate the production of housing that is affordable to the residents of Orillia.

g) Consider reducing the parking requirements identified in this Plan and/or the implementing Zoning By-law for development in concert with public sector investment in public parking facilities, including on-street parking.

3.2.3 GENERAL DOWNTOWN AREA POLICIES

3.2.3.1 Housing Demand

a) Council recognizes that within the 'Downtown Area', the number of residential dwelling units required to meet the long-term needs of the City's population could vary over time. Accordingly, this Official Plan shall not prescribe the mix of housing types within the

'Downtown Area', providing the other policies of this Plan are attained.

3.2.3.2 Affordable Housing

a) The City will encourage the development of housing that is affordable for *low and moderate income households*. In order to provide opportunities for *affordable housing* units, Council may consider relief from municipal permit fees, taxes and/or development fees.

b) It is a target that 25 percent of all new residential development across the 'Central Core Intensification Area', 'Intensification Area' and 'Stable Neighbourhood' designations meet the definition of *affordable housing*. *Affordable housing* may be achieved by:

   i) promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;

   ii) building smaller units, where housing is more affordable due to lower development costs;

   iii) applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,

   iv) encouraging the development of additional dwelling units.

c) The City will work with other government agencies and the private sector, to promote innovative housing forms and development techniques and incentives that will facilitate the provision of *affordable housing*.

d) *Affordable housing* will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.

3.2.3.3 Built Form/Density

a) An array of housing and building types is encouraged throughout the 'Downtown Area'. It is the intent of this Plan that built form be the key determining factor for the types of development permitted in each land use designation.

b) Density can also be used in defining the amount of development permitted on a lot. However, density as a planning tool used by itself, will not ensure that any specific built form will be produced. As such, density will be considered a product of the relationship between built form, height and lot coverage.

3.2.3.4 Multiple-Unit Buildings and Townhouses

a) Multiple-unit buildings may include triplexes, fourplexes and other similar buildings that include multiple dwelling units.

b) All multiple-unit building or townhouse developments within the 'Downtown Area' shall be *compatible* with the character of the surrounding community.

c) All multiple-unit building or townhouse developments within the 'Downtown Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.2.3.5 Apartment Buildings

a) All apartment building developments within the 'Downtown Area' shall be *compatible* with the character of the surrounding community.

b) All apartment building developments within the 'Downtown Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.2.3.6 Communal Housing

a) Communal housing offers services which may include shared kitchen and dining facilities, sanitary facilities, laundry facilities and

amenity facilities, to residents living in shared and/or private suites. For the purposes of the Zoning By-law, a communal housing suite is not defined as an independent dwelling unit, as the occupants rely on the provision of shared facilities and/or amenities.

b) Communal housing forms may include Nursing Homes, Long-Term Care Facilities, Retirement Homes, Group Homes, Boarding Houses, Student Residences, Continuum of Care Developments, Seniors' Accommodations and similar forms of service-oriented, communal housing and may be developed in conjunction with the on-site provision of related services, facilities, and amenities including, but not limited to, a cafeteria, medical office and/or pharmacy. Hotels and Motels are not forms of communal housing.

c) Communal housing may be located in the 'Downtown Area' provided adequate buffering, parking and amenity areas can be provided. In addition, the proposed site should be within 250 metres of an existing public transit route. It is also desirable that Communal Housing be developed in proximity to community facilities and commercial facilities.

d) All communal housing developments within the 'Downtown Area' shall be *compatible* with the character of the surrounding community.

e) All communal housing developments, except Group Homes, within the 'Downtown Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.2.3.7 Additional Dwelling Units

a) For the purposes of this Plan, an additional dwelling unit is a separate dwelling unit associated within a single detached, semi-detached or townhouse dwelling. A maximum of three additional dwelling units is permitted on a residential lot. Additional dwelling units may be contained in a single-detached, semi-detached or townhouse dwelling. Additional dwelling units may also be located within a detached accessory structure on the same lot as a single detached, semi-detached or townhouse dwelling.

i) a maximum of four dwelling units shall be permitted on the same lot unless otherwise permitted in the Zoning By-law; and,

ii) all the requirements of the Zoning By-law, including the provision of adequate parking, the Ontario Building Code and other relevant municipal and Provincial regulations are satisfied.

3.2.3.8 Live-Work Units

a) Live-work units include the potential to integrate small-scale commercial, office or retail uses at-grade, in combination with a residential unit.

b) Live-work units may be located anywhere within the 'Downtown Area', with the exception of the 'Historic Main Street' designation. Live-work units shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

c) Live-work units shall provide parking, amenity areas and buffering with planting and/or fencing from adjacent residential dwellings.

d) Adequate parking and drop-off/pick-up facilities shall be provided.

e) Parking should not be located in the front yard of any building.

3.2.3.9 Home Occupations

a) Home occupations are permitted in the 'Downtown Area' provided the use is of an accessory and subordinate nature and does not substantially alter the residential nature of the property.

3.2.3.10 Bed and Breakfast Establishments

a) New bed and breakfast establishments are permitted within existing single-detached dwelling units in the 'Downtown Area' and shall be subject to Site Plan Control. The implementing Zoning By-law and/or Site Plan shall ensure that:

i) the use shall not have a negative impact on the privacy of neighbouring properties;

ii) adequate parking facilities are available on the lot for the proposed use and parking should not be located in the front yard of any buildings; and,

iii) the building shall be *compatible* with the character of the surrounding community.

3.2.3.11 Elementary and Secondary Schools

a) Elementary and secondary schools may be permitted within the 'Downtown Area' and shall be subject to Site Plan Control.

b) Elementary and secondary schools shall, where feasible, be located adjacent to areas of public open space, in areas that optimize pedestrian access and generally shall not be located on roads or on highways with four (4) or more lanes of traffic.

c) Schools shall be high quality landmark buildings and shall be *compatible* with the character of the surrounding community.

d) Schools shall provide parking for both vehicles and bicycles, amenity areas and buffering with planting and/or fencing from adjacent residential dwellings.

e) Schools shall be designed to provide a safe location for student drop-off and pick-up within the development site.

f) The implementing Zoning By-law and/or Site Plan shall ensure that adequate parking facilities and drop-off/pick-up facilities are provided for the proposed use and parking facilities, where possible, shall not be located in the front yard of any buildings.

3.2.3.12 Places of Worship

a) Places of worship may be located within the 'Downtown Area' subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

b) Adequate parking and drop-off/pick-up facilities shall be provided and parking should not be located in the front yard of any building.

c) Places of worship shall be high quality landmark buildings and shall be *compatible* with the character of the surrounding community.

3.2.3.13 Child Care Facilities

a) Child care facilities may be permitted within the 'Downtown Area' and shall be subject to Site Plan Control.

b) These facilities shall be limited in size, must include an outdoor play area that includes natural or built shade structures, must be well buffered from adjacent residential uses and shall be *compatible* with the character of the surrounding community.

c) Adequate parking and drop-off/pick-up facilities shall be provided and parking should not be located in the front yard of any building.

3.2.4 HISTORIC MAIN STREET DESIGNATION

3.2.4.1 Intent

a) It is the intent of this Plan, that the 'Historic Main Street' designation, as identified on Schedule ‘B’, promotes the economic revitalization of Mississaga Street within a context of historic preservation, while at the same time recognizing that adaptive reuse, moderate development and *intensification* can be accommodated.

It is also the intent of this Plan to ensure that new development will be appropriately designed, and will be *compatible* with existing development within this designation, and with development within abutting designations.

3.2.4.2 Permitted Land Uses

a) It is important to be flexible in permitting all of the land uses that are typical of a vibrant city centre, while, at the same time, being equally restrictive on those uses considered to be inappropriate in an evolving urban setting. Permitted uses on lands identified as 'Historic Main Street' on Schedule 'B' include:

   i) dwelling units located on the second storey, and/or above, of all building types;

   ii) commercial uses including financial institutions, offices, retail stores, restaurants, personal services, tourist accommodations and funeral parlours;

   iii) tourist accommodations;

   iv) small-scale institutional uses;

   v) cultural, recreational and entertainment uses;

   vi) parks and urban squares; and,

   vii) public uses and public and private utilities.

b) Buildings and sites should accommodate an array of *compatible* development. A mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. High activity uses that animate the streetscape, like retail and restaurants, are encouraged at-grade, with uses such as offices and residential uses on second floors and above.

3.2.4.3 Prohibited Land Uses

a) The following land uses are prohibited within the 'Historic Main Street' designation:

   i) drive-through facilities of any kind;

ii) stand-alone retail plazas and/or individual stand-alone retail stores;

iii) any retail store with a Gross Floor Area in excess of 1,000 square metres;

iv) automotive-oriented uses of any kind (sales, service, gas stations);

v) new single detached dwellings, multiple-unit buildings and townhouses; and,

vi) residential uses at-grade and/or below grade.

3.2.4.4 At-Grade Uses

a) The provision of community services, restaurants, cafes, stores and display windows at-grade provides visual interest, encourages active transportation, promotes retail continuity and viability and contributes to a safer, more vibrant pedestrian environment:

i) buildings shall be designed in a manner which contributes to vibrancy and, where possible, provide an active use at-grade in order to promote pedestrian activity; and,

ii) at-grade uses will change over time to adapt to a variety of community needs. As a result, the floor-to-ceiling height of ground floors for all buildings should generally be sufficient to adapt to all typically permitted uses.

3.2.4.5 Development Policies

a) Within the 'Historic Main Street' designation building heights are identified on Schedule 'B'. With the exception of small-scale development within or attached to existing buildings, the minimum building height shall be two (2) storeys or equivalent. The maximum building height shall be four (4) storeys.

b) Within the 'Historic Main Street' designation, new buildings above 2 storeys shall be required to articulate the historic 2 storey building height, either through architectural detailing, or with a building step-back above the second storey, to the satisfaction of the City.

c) All development within the 'Historic Main Street' designation shall be *compatible* with development on adjacent properties and shall be carried out in conformity with the ‘Design Policies for the Downtown Area', and the other applicable policies of this Plan.

3.2.5 DOWNTOWN SHOULDER DESIGNATION

3.2.5.1 Intent

a) It is the intent of this Plan to recognize the role of the 'Downtown Shoulder' designation as a transition between the more intense uses of the 'Historic Main Street' and the existing or planned development forms in the 'Stable Neighbourhood' and 'Hospital District' designations.

It is also the intent of this Plan to ensure that new development will be appropriately designed, and will be *compatible* with existing development within this designation, and with development within abutting designations.

3.2.5.2 Permitted Land Uses

a) A mixture of uses is encouraged not just within the 'Downtown Shoulder' in general, but on individual development sites, and within individual buildings. Permitted uses on lands identified as ‘Downtown Shoulder’ on Schedule ‘B’ include:

i) single-detached and semi-detached dwellings;

ii) multiple-unit buildings, townhouses and apartment buildings;

iii) tourist accommodations;

iv) bed and breakfast establishments;

v) communal housing;

vi) additional dwelling units;

vii) live-work units;

viii) home occupations;

ix) converted dwellings;

x) child care facilities;

xi) office uses;

xii) small-scale retail and service commercial uses;

xiii) restaurants;

xiv) institutional uses;

xv) places of worship;

xvi) funeral parlours;

xvii) cultural uses;

xviii) parking facilities at-grade and/or in structure;

xix) parks and urban squares;

xx) public uses and public and private utilities; and,

xxi) legally existing commercial development in excess of 500 square metres per premise.

3.2.5.3 Prohibited Land Uses

a) The following land uses are prohibited within the 'Downtown Shoulder' designation:

i) drive-through facilities of any kind;

ii) new service commercial uses, retail stores, office uses and restaurants with a Gross Floor Area in excess of 500 square metres per premise; and,

iii) automobile-oriented uses of any kind (sales, service, gas stations).

3.2.5.4 Development Policies

a) Within the 'Downtown Shoulder' designation building heights are identified on Schedule 'B'. With the exception of small-scale development within or attached to existing buildings, the minimum building height shall be two (2) storeys or equivalent. The maximum building height shall be four (4) storeys.

i) Notwithstanding Section 3.2.5.4 a), the property municipally known as 67 Colborne Street West (and legally described as Lot 66 South Side Colborne St, Lot 66 South Side Colborne St. on Plan 617 and East Half of Lot 68 South Side Colborne St on Plan 617), be permitted a maximum building height of up to six (6) storeys.

b) All development within the 'Downtown Shoulder' designation shall be *compatible* with development on adjacent properties and shall be carried out in conformity with the 'Design Policies for the Downtown Area', and the other applicable policies of this Plan.

3.2.6 HOSPITAL DISTRICT DESIGNATION

3.2.6.1 Intent

a) The 'Hospital District' designation is intended to provide opportunity

for medical-related services, while ensuring that any new development is *compatible* with and/or well-buffered from existing adjacent residential uses. The residential character of the surrounding neighbourhood will be preserved.

It is also the intent of the City to recognize Orillia Soldiers' Memorial Hospital as a major community stakeholder, which helps define the community identity while providing health care services and employment opportunities. The City will also encourage medical-related businesses to locate in the area to serve the needs of local residents and visitors.

3.2.6.2 Permitted Land Uses

a) Permitted uses on lands identified as ‘Hospital District’ designation on Schedule ‘B’ include:

i) single detached and semi-detached dwellings;

ii) multiple-unit buildings, townhouses and apartment buildings;

iii) converted dwellings;

iv) communal housing;

v) additional dwelling units;

vi) live-work units;

vii) home occupations;

viii) tourist accommodations;

ix) bed and breakfast establishments;

x) institutional uses;

xi) child care facilities;

xii) restaurants and small-scale retail uses;

xiii) medical offices and facilities;

xiv) parking facilities at-grade and/or in a structure;

xv) parks and urban squares;

xvi) public uses and public and private utilities; and,

xvii) legally existing offices.

b) In addition to the identified permitted uses, an array of uses related to the existing Hospital may also be permitted. These uses are specifically limited to uses incidental and secondary to the health care industry.

3.2.6.3 Prohibited Land Uses

a) The following land uses are specifically prohibited within the 'Hospital District' designation:

i) drive-through facilities of any kind;

ii) retail stores and restaurants with a Gross Floor Area in excess of 500 square metres;

iii) automobile-oriented uses of any kind (sales, service, gas stations); and,

iv) new offices not associated with or ancillary to the health care industry.

(1) 100 Colborne Street West
Notwithstanding Section 3.2.6.3 a) iv) on the subject property, being Lots 11-15 inclusive and part of Lots 10 and 17, Block C, Plan 228, and municipally known as 100 Colborne Street West, and being a “new office(s) not

associated with or ancillary to the health care industry" shall be a permitted use.

3.2.6.4 Development Policies

a) Within the 'Hospital District' designation, building height shall be regulated as shown on Schedule 'B'. There are two height control regimes, which are described as follows:

i) Within the interior of the lands designated 'Hospital District' the Hospital Lands have been identified. Within this area, the minimum building height, with the exception of small-scale development within or attached to existing buildings, shall be two (2) storeys or equivalent. The maximum building height shall be eight (8) storeys.

ii) Within the areas surrounding the identified Hospital Lands, and within the 'Hospital District' designation, as identified on Schedule 'B', the minimum building height, with the exception of small-scale development within or attached to existing buildings, shall be two (2) storeys or equivalent. The maximum building height shall four (4) storeys.

Within this area, a height of up to six (6) storeys may be considered by the City through a Zoning By-law Amendment subject to the following angular plane provisions:

- where a new development is abutting a property line within the 'Stable Neighbourhood' designation, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Property lines abutting a public road allowance are not subject to the angular plane provisions;

- where a site within the 'Hospital District' designation site abuts any property line within the 'Stable

Neighbourhood' designation, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line.

b) In considering an amendment to the Zoning By-law to permit the conversion of residential buildings to permitted non-residential uses as listed above, Council shall consider the following:

i) the ability to provide *compatible* and complementary building massing (i.e. building height and scale), building design principles, landscaping and streetscape elements;

ii) where feasible, be located in a structure existing as of the date of adoption of this Plan;

iii) preservation of the building's residential character;

iv) being well buffered from adjacent residential uses;

v) adequate on-site parking being provided within the rear yard or interior side yard of the property; and,

vi) conformity to the 'Design Policies for the Downtown Area' of this Plan.

c) Parking lots, as a stand-alone use, may only be permitted by way of an amendment to the Zoning By-law. In considering an amendment to the Zoning By-law to permit the creation of a parking lot, Council shall consider the following criteria:

i) the proposed parking lot will help satisfy an identified parking shortage in the area;

ii) the proposed parking lot shall be adjacent to, or directly across from an existing parking lot and is well buffered from adjacent residential uses;

iii) the total parking lot shall have a minimum of 30 parking spaces;

iv) there is the opportunity to incorporate *compatible* landscaping and vegetation in the parking area design;

v) there is the opportunity to incorporate safe pedestrian linkages between the public sidewalk and the proposed parking area;

vi) completion of a functional storm water management plan and a traffic impact analysis completed to the satisfaction of the City. A parking lot design brief and a salt management plan demonstrating general conformity to the Lake Simcoe Region Conservation Authority's Parking Lot Design Guidelines to Promote Salt Reduction, or its successor, may be required; and,

vii) conformity to the 'Design Policies for the Downtown Area' of this Plan.

d) All development within the 'Hospital District' designation shall be *compatible* with development on adjacent properties and shall be carried out in conformity with the 'Design Policies for the Downtown Area', and the other applicable policies of this Plan.

3.2.7 CENTRAL CORE INTENSIFICATION AREA DESIGNATION

3.2.7.1 Intent

a) It is the intent of this Plan that significant development and *intensification* will be promoted within the 'Central Core Intensification Area' designation.

It is also the intent of this Plan to ensure that new development will be appropriately designed, and will be *compatible* with existing development within this designation, and with development within abutting designations.

3.2.7.2 Permitted Land Uses

a) Buildings and sites within the 'Central Core Intensification Area' designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings.

High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on second floors and above.

Permitted uses on lands identified as ‘Central Core Intensification Area’ designation on Schedule ‘B’ include:

i) existing single-detached and semi-detached dwellings;

ii) multiple-unit buildings, townhouses and apartment buildings;

iii) communal housing;

iv) additional dwelling units;

v) converted dwellings;

vi) live-work units;

vii) commercial uses including retail stores, offices, restaurants, service commercial, personal services and tourist accommodations;

viii) office, research and data processing facilities;

ix) home occupations;

x) child care facilities;

xi) institutional uses;

xii) cultural, recreational and entertainment uses;

xiii) conference centres;

xiv) parking facilities at-grade and/or in structure;

xv) parks, community gardens and urban squares; and,

xvi) public uses and public and private utilities.

3.2.7.3 Prohibited Land Uses

a) The following land uses are specifically prohibited within the 'Central Core Intensification Area' designation:

i) drive-through facilities of any kind; and,

ii) new single-detached and semi-detached dwelling units.

3.2.7.4 Development Policies

a) Within the 'Central Core Intensification Area' designation, building height shall be regulated as shown on Schedule 'B'. There are three height control regimes, which are described as follows:

i) Within the area designated 'Central Core Intensification Area' that is proximate to Barrie Road and Wyandotte Street, and the area designated 'Central Core Intensification Area' north of Mississaga Street and east of Front Street, both identified as the 2-4-6 areas, as shown on Schedule 'B', the minimum building height, with the exception of small-scale development within or attached to existing buildings, shall be two (2) storeys or equivalent. The maximum building height shall be four (4) storeys, or equivalent.

Within these two areas, a height of up to six (6) storeys may be considered by the City through a Zoning By-law

Amendment subject to the following angular plane provisions:

- where a new development is abutting a property line within the 'Historic Main Street', 'Downtown Shoulder' and/or 'Stable Neighbourhood' designations, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Property lines that abut a public road allowance are not subject to the angular plane provisions; and,

- where a site abuts any property line within the 'Stable Neighbourhood' designation, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line.

ii) Within the area designated 'Central Core Intensification Area', and identified as the area 2-4-8, that generally abuts the ‘Historic Main Street' designation and is north of King Street, and the area that is generally south of Elgin Street and bounded by Atherley Road as shown on Schedule 'B', the minimum building height, with the exception of small-scale development within or attached to existing buildings, shall be two (2) storeys or equivalent. The maximum building height shall be four (4) storeys.

Within this area, a height of up to eight (8) storeys may be considered by the City through a Zoning By-law Amendment subject to the following angular plane provisions:

- where a new development is abutting a property line within the 'Historic Main Street', and/or 'Downtown Shoulder' designations, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Property lines that

abut a public road allowance are not subject to the angular plane provisions; and,

- where a site abuts any property line within the 'Historic Main Street', and/or 'Downtown Shoulder' designations, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line.

iii) Within the area designated 'Central Core Intensification Area' that generally is south of King Street and north of Cochrane Street, and is identified as the 2-4-12 area, as shown on Schedule 'B', the minimum building height, with the exception of small-scale development within or attached to existing buildings, shall be two (2) storeys or equivalent. The maximum building height shall be four (4) storeys.

Within this area, a height of up to twelve (12) storeys may be considered by the City through a Zoning By-law Amendment subject to the following angular plane provisions:

- where a new development is abutting a property line within the 'Stable Neighbourhood' designation, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Property lines that abut a public road allowance are not subject to the angular plane provisions; and,

- where a site abuts any property line within the 'Stable Neighbourhood' designation, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line.

iv) In addition to the policies for height within the 'Central Core Intensification Area' designation, lands adjacent to the Lake Couchiching waterfront have been identified with a Height

Overlay on Schedule 'B'. The intent of this Height Overlay is to ensure that all buildings proposed to be located, in whole or in part, adjacent to the Lake Couchiching, shall be stepped back above the third storey on building faces that provide views to the Lake and shall be subject to a further angular plane requirement.

Therefore all new buildings on sites that are within the Height Overlay on Schedule 'B', and that have an overview of public parkland, water's edge road or former rail right-of-ways and have views to Lake Couchiching, will present a front facade to the Lake and will display architectural design excellence. These buildings will also be stepped back from the Lake-side property line through the implementation of the angular plane provisions as follows:

- the City will identify, through the development review process, sites that are within the Height Overlay identified on Schedule 'B' and have a property line that faces Lake Couchiching, where an angular plane shall be implemented to establish an appropriate built form facing the Lake; and,

- where the City has identified such a site, they shall establish an angular plane from the appropriate Lake-fronting property line in the implementing Zoning By-law. The angular plane of between 45 to 60 degrees shall be established at a point 7.5 metres directly above the Lake-fronting property line.

b) The provision of community services, restaurants, stores and display windows at-grade provides visual interest, encourages pedestrian activity and other modes of active transportation, promotes retail continuity and viability, and contributes to a safer and more vibrant pedestrian environment.

i) buildings shall be designed in a manner which contributes to an active street environment and, where possible, provide

an active use at-grade in order to promote pedestrian activity; and,

ii) at-grade uses will change over time to adapt to a variety of community needs. As a result, the floor-to-ceiling height of ground floors for all buildings should generally be sufficient to adapt to all typically permitted uses.

c) Development within the 'Central Core Intensification Area' designation, and particularly those lands also within the Height Overlay identified on Schedule 'B,' shall ensure that enhanced connections to the City's waterfront parks and trails are included in all development proposals. New development shall consider improved pedestrian elements adjacent to roads that lead to the waterfront, enhanced parkland and urban square development along routes to the water's edge and parkland dedication that enlarges the public lands for parkland adjacent to the existing waterfront trails and parks.

d) Expansions to the 'Central Core Intensification Area' designation may only be considered on lands abutting an existing 'Central Core Intensification Area' designation where such lands are contiguous to areas of intensified development, either built or planned, and are located at highly accessible locations within 250 metres of existing public transit routes. Such future expansion shall only be considered through the Official Plan Amendment process, and where applicable, address the conversion policy requirements for a *Municipal Comprehensive Review*.

e) All development within the 'Central Core Intensification Area' designation shall be carried out in conformity with the 'Design Policies for the Downtown Area', and the other applicable policies of this Plan.

3.2.8 DESIGN POLICIES FOR THE DOWNTOWN AREA

3.2.8.1 Objectives

A key characteristic of any great downtown is the quality of the public realm. The public realm is fundamental to creating memorable places. Orillia has many fantastic components of the public realm that help to create a memorable downtown experience - the old Opera House, church steeples, the 'Historic Main Street' along Mississaga Street, the waterfront parks and Port of Orillia on Lake Couchiching.

The City's objectives for urban design within the entire 'Downtown Area' as identified on Schedule 'A', and further articulated on Schedule 'B', are:

a) Based on the belief that the livability and physical appeal of a community can be enhanced by the quality, layout and attractiveness of its public and private realm.

b) Intended to provide development proponents with an understanding of the design intent of the City. The fundamental basis of these design policies is to create a built environment, which provides:

   i) visual diversity, interest and beauty;

   ii) a well-defined public realm, including an interconnected open space network;

   iii) sensitive integration of new development with existing development through the promotion of *compatible* development;

   iv) a full range of retail and community services and facilities in proximity to housing to promote walking and to help reduce automobile trips;

   v) a pedestrian-oriented, transit supportive and cyclist-oriented development pattern where priority is given to the pedestrian, cyclist and motorist, in said order;

vi) an attractive and distinctive 'Downtown Area', with strong visual and physical connections to the waterfront; and,

vii) a road network which recognizes and preserves the historic character of the 'Downtown Area' and adjacent neighbourhoods.

3.2.8.2 Preservation of Downtown Character

a) All development that is either located within or adjacent to the 'Historic Main Street' or the 'Downtown Shoulder' designations shall respect the existing character of these areas through complementary building height as identified on Schedule 'B', as well as *compatible* massing, building design principles, landscaping and streetscape elements. Specific consideration shall be given to massing options that establish an appropriate relationship to the surrounding built form.

b) All development shall be *compatible* with the area's architectural styles, building materials and scale. Development which results in extensive loss of sunlight to adjacent properties shall be discouraged.

c) Large, blank façades along the face of a road and/or facing Lake Couchiching shall be avoided. Enhanced building elevations with special architectural massing or detail on special priority lots which are located in prominent public view shall be provided. Priority lots include corner lots, terminating vista lots, and lots adjacent to public open spaces, the Lake Couchiching shoreline and/or heritage resources.

d) Ground floors of all buildings shall be designed with windows and doors opening onto roads or public open spaces to provide "eyes on the street".

e) For the purpose of enhancing the pedestrian scale of buildings and providing safe, well-shaded resting places for pedestrians, architectural features such as awnings, canopies, and building cantilevers/overhangs should be incorporated into the design of the

building's façade.

f) Primary access to buildings shall, where feasible, be oriented to the road and provide direct access for pedestrians.

3.2.8.3 Design Policies for Roads

3.2.8.3.1 Hierarchy of Roads

a) Within the 'Downtown Area' there are four road types: Arterial Roads, Collector Roads, the Historic Main Street and Local Roads. There are also Flex Streets which stipulate the design of roads in addition to the road classification. These typologies are based on their adjacent land uses, their particular function for moving traffic, including vehicles, transit, pedestrians and cyclists, as well as their design characteristics.

The following policies are related to the Roads policies of this Plan (Section 6.1.4). Where there is a conflict between these policies and the policies of Section 6.1.4 of this Plan, the policies of this Section shall prevail.

3.2.8.3.2 Road Network/Development Blocks

a) The 'Downtown Area', in general, includes a fine-grained road network. The existing road network provides the organizing framework for development. In addition, the grid of roads establishes the size of development blocks.

b) The finer grain pattern of roads and development blocks in the 'Downtown Area' facilitates development. As such, the existing road and development block pattern shall be maintained and, where appropriate, expanded. In general, development blocks should be a maximum of 100 metres by 200 metres in size. Where larger development blocks exist, the City shall consider the introduction of new roads.

3.2.8.3.3 General Policies for all Roads

a) Within the 'Downtown Area' where views of the Lake along public roads have been blocked by development, it shall be an objective of the City to reestablish these open views through the development process, as per the viewscapes identified on Schedule ‘B’.

b) Boulevard trees shall be provided and shall be located between the curb and the sidewalk, where viable.

c) Trees shall be provided along the front yard and/or exterior side yards, where viable. Larger street trees shall be encouraged along arterial/collector roads. Species selection should be tolerant to the City’s climate and should avoid the creation of a monoculture.

d) Street furniture shall be coordinated to ensure a consistent and unified streetscape. Furniture shall be strategically placed to provide resting places and shade spots for pedestrians.

e) Benches, waste and recycling receptacles, bicycle racks and tree guards, shall be placed with regard for pedestrian comfort and vehicular traffic in and around buildings and parking and loading areas.

f) Pedestrian-friendly roads shall be created through the provision of sidewalks, appropriately scaled decorative lighting, tree planting, architectural variety and with building wall faces that are designed with consistent setbacks and are aligned with road right-of ways to provide a continuous road edge.

3.2.8.3.4 Arterial and Collector Roads and Flex Streets

a) Arterial Roads and Collector Roads, as identified on Schedule ‘D’, are the highest order of roads in the 'Downtown Area'. They have distinct identities and characteristics that should be enhanced with the following improvements to make them enjoyable, safe and walkable environments:

i) in retail areas, the sidewalks should provide space for outdoor cafes and retail uses. Visual and textural materials should be considered for pedestrian paving to clearly delineate the pedestrian thoroughfare for persons with a visual disability and to help limit encroachments;

ii) trees along Arterial Roads and Collector Roads should be located along the curb edge and shall be protected by tree grates and guards;

iii) pedestrian scale decorative lighting shall illuminate the sidewalks. Where space permits, hardscaped boulevards shall line the roads, separating pedestrians from vehicles to facilitate safe pedestrian movement;

iv) on-street parking, where possible and appropriate, shall be accommodated on all Arterial and Collector Roads in the Downtown Area;

v) particular regard shall be had for the preservation or enhancement of scenic vistas along Arterial and Collector Roads in the 'Downtown Area' and the character of the neighbourhood. Where road construction or reconstruction projects are proposed, a detailed streetscape plan by a qualified Landscape Architect shall be required prior to Council's approval to proceed with or tender the project;

vi) sidewalks shall be continuous on both sides of the road, with a minimum width of 2.0 metres, where feasible. Where possible, greater sidewalk widths are encouraged;

vii) where pedestrians and cyclists are meant to cross Arterial and Collector Roads, the street environment should provide safety features, which may include pedestrian islands, lit crosswalks, clear signage and/or well-marked thoroughfares; and,

viii) intersections between high-use Arterial and Collector Roads shall be considered as high priorities for intersection

improvements that increase the safety for pedestrians and cyclists.

b) Flex Streets, as identified on Schedule ‘D’, are intended to have a single grade or surface that this shared by people using all modes of travel at slow speeds. Flex Streets have no curbs and the sidewalk is blended with the roadway. Vehicular speeds are intended and designed to be slow enough to allow for pedestrians to intermingle with bicycles, motor vehicles and transit.

3.2.8.3.5 Mississaga Street

a) Mississaga Street is a Collector Road to be designed as a Flex Street on Schedule ‘D’, but within the 'Downtown Area' it is unique as the ‘Main Street’ of Orillia. As such, it will be given special consideration in terms of the design and treatment of the public realm, including:

i) the palette of materials and streetscape features includes decorative lighting, special furnishings including benches and waste and recycling receptacles, bicycle racks, enhanced paving, street trees, other plantings and public art;

ii) the current condition and approach to streetscape enhancement is considered to be excellent, and should be continued and enhanced; and,

iii) on-street parking shall continue to be accommodated along Mississaga Street in the 'Downtown Area', where appropriate.

3.2.8.3.6 Local Roads

a) Local Roads are not formally identified on Schedule ‘D’. Within the 'Downtown Area' these roads are the intimate neighbourhood public spaces where children play and neighbours meet. They are lined with residential gardens, lawns and mature trees and should be designed as follows:

i) sidewalks should be continuous on both sides of the road, poured in place concrete with a minimum width of 1.5 metres;

ii) sidewalks may be considered on only one side of the road in situations where the width of the road allowance is insufficient;

iii) where space permits, hardscaped boulevards shall line the roads, separating pedestrians from vehicles to facilitate safe pedestrian movement; and,

iv) road lighting should illuminate both the pedestrian and vehicular realm.

3.2.8.4 Design Policies for Greening

3.2.8.4.1 Gateways

a) Council will promote the development of gateways into the 'Downtown Area' at the locations identified symbolically on Schedule ‘B’. These gateways will be designed to:

i) highlight the entrances to the ‘Downtown Area’;

ii) be located on public lands;

iii) incorporate appropriate architectural features, interpretive media, design motifs, public art and/or landscape treatments that define the main entrances to the 'Downtown Area'; and,

iv) enhance and not compete with surrounding existing historic and/or architectural features.

3.2.8.4.2 Viewscapes

a) Schedule ‘B’ identifies symbolically a number of ‘Viewscapes’ from the 'Downtown Area' into Lake Couchiching. The City will ensure that these viewscapes of the waterfront are protected, achieved and enhanced over time.

b) Any development and/or public works that could impinge upon or negatively impact these viewscapes shall be required to demonstrate that the viewscapes will be preserved and/or enhanced.

c) Where an identified viewscape is currently blocked by existing development, the City, through the development process, shall ensure, where possible, that an appropriate viewscape is achieved.

3.2.8.4.3 Trees

a) Trees are an important part of the character and a legacy of Orillia that should be both planned for and protected for future generations to enjoy.

b) In general, all proposed street trees should be planted in continuous tree trenches to ensure access to adequate soil volumes. Tree trenches should be irrigated and drained, where possible.

c) A variety of tree species should be used throughout the ‘Downtown Area’ to avoid the creation of a monoculture. Preference shall be given to the use of native tree species that are suitable to the planting environment.

c) Where possible, tree planting is required as a component of any development within the 'Downtown Area' with the exception of the 'Historic Main Street' designation.

3.2.8.4.4 Public Parks/Open Space

a) Downtowns typically require smaller park spaces, distributed strategically throughout the entire area to enhance adjacent development. It is the intention of the City to promote public open

space features as key aesthetic and functional components that complement the anticipated development activity and improve open space links between the downtown and the waterfront.

b) The open space system of the 'Downtown Area' should be focused on the interconnected system of roads, parks and urban squares that are safe, inviting and interactive spaces. A high standard of hard and soft landscaping shall be required and shall be maintained in a healthy condition.

c) The existing adjacent waterfront parks are the primary green open space feature that sets the stage for the level of quality to be emulated throughout the 'Downtown Area'. Wherever possible, through the development process, the waterfront parks and trails systems are to be enhanced through additional parkland dedication, high quality landscape design, and where buildings are adjacent, high quality urban architecture.

3.2.8.4.5 Urban Squares

a) With the exception of the area designated 'Historic Main Street', urban squares should be widely distributed throughout the 'Downtown Area' to ensure easy access and multiple opportunities for rest, relaxation and visual interest.

b) Urban squares should be sited to encourage the development of building frontages that extend the street wall around the edges of the publicly accessible space. Building entrances, lobbies, windows and balconies should provide a direct visual connection between the urban square and the building’s interior spaces. It is understood that some urban squares will cater to primarily a local resident population, while others will have a broader range of users and activities.

c) The following policies apply to the establishment of urban squares throughout the 'Downtown Area', with the exception of the area designated 'Historic Main Street':

i) all development applications on sites greater than 0.2 hectares in size shall include a location for an urban square. Urban squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed use development;

ii) lands shall be set aside for an urban square as follows:

- for all non-residential development, the land requirement for an urban square shall constitute a minimum of 2 percent of the net developable site area;

- for residential development, the land requirement for an urban square shall constitute a minimum of 5 percent of the net developable site area; or,
- for a development that includes a mix of land uses, the land requirement for an urban square shall constitute a minimum of 2 percent of the net developable site area.

iii) an urban square shall generally have a minimum frontage on the abutting sidewalk of 5.0 metres, and a minimum depth of 5.0 metres;

iv) urban squares shall be designed to reinforce a high quality formalized relationship with its adjacent building use and streetscape;

v) large sites may include a single, large-scale urban square and/or a series of smaller urban squares;

vi) hard and soft landscape elements and features within the urban square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas; and,

vii) urban squares count as part of the main front wall in calculating the built frontage requirement within any defined 'build-within zone' identified in this Plan.

d) The City may deem that privately owned urban squares fulfill all or part of the required parkland dedication, whether or not the land is dedicated to the City, subject to the execution of an agreement that ensures the following:

i) the urban square is designed and built by the landowner to the satisfaction of the City;

ii) the urban square is maintained by the landowner to the satisfaction of the City; and,

iii) the owner(s) and/or the condominium corporation is made aware that the urban square is to be considered as a public space and is to be open and accessible to the public at all times.

3.2.8.4.6 Parkland Dedication

a) All development within the ‘Downtown Area’ shall be subject to the parkland dedication requirements of the *Planning Act*, except that the alternative parkland dedication requirement provided in the *Planning Act* of 1.0 hectare per 300 dwelling units shall not be applied within the 'Downtown Area'.

b) The City may accept cash-in-lieu of parkland dedication on any application for development. However, all development applications on sites less than or equal to 0.2 of a hectare, shall pay cash-in-lieu of parkland.

3.2.8.5 Design Policies for Buildings

3.2.8.5.1 General Policies for all Buildings

a) It is crucial that all new development throughout the 'Downtown Area' be *compatible* with the character and context of the Area. As such, new development, whether a renovation to an existing building, or a completely new building, will be reviewed by the City taking into consideration matters relating to exterior design, including the character, scale, colour, building materials, appearance and design features of buildings.

b) Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.

c) New building design shall:

   i) be barrier free;

   ii) have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment. Continuous roads of monotonous and repetitive façades shall be avoided;

   iii) create a street space that is scaled to the pedestrian and is organized to present an appropriate façade to all adjacent public roads to provide interest and comfort at ground level for pedestrians. Primary pedestrian entrances shall provide direct and universal access to the public sidewalk;

   iv) have a dynamic façade that is articulated with three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances, canopies and the articulation of the building mass;

   v) employ architectural details and/or a step-back at the upper storeys that is established in the implementing Zoning By-law;

vi) include pedestrian weather and sun protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian roads and adjacent to the urban squares and at entrances to buildings;

vii) have any visible mechanical equipment appropriately screened and located in a manner that has a minimal physical and visual impact on public sidewalks and accessible open spaces;

viii) where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view;

ix) respect and enhance horizontal alignments of neighbouring buildings;

x) have decorative details and façade articulation that respects or is consistent with horizontal architectural elements of neighbouring buildings with historic features;

xi) have sign bands, storefront windows, canopies and awnings that respect building scale and complement existing signage examples on neighbouring buildings;

xii) where feasible, require significant vertical elements to maintain the traditional vertical pattern of building façade design for development sites that exceed 15.0 metre frontages;

xiii) the design of built form shall incorporate principles of sustainable development, energy and resource efficiency;

xiv) when considering building forms, development which results in extensive loss of sunlight to adjacent land uses shall be discouraged;

xv) energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, *alternative energy systems*, and conformity with LEED certification shall be encouraged in all new buildings; and,

xvi) be encouraged to incorporate a 'green-roof' into the design of all new buildings.

d) In the design of development that includes a cultural heritage resource, the City shall:

i) encourage the *compatible* use of significant cultural heritage buildings, while not adversely affecting the character of the building or surrounding area. Significant cultural heritage resources, including buildings and associated landscapes shall be developed in conformity with the Heritage Policies of this Plan.

In general, the original, distinctive qualities and character of a historic building, such as bulkhead details, piers, windows, transoms, entrances, cornices and various façade accessories shall be preserved. The removal or alteration of any historical materials or distinctive features shall be avoided. In instances where removal is required due to damage or deterioration, the materials shall be replaced with the same material or with materials that are *compatible* and/or complementary to the original design;

ii) treat distinctive stylistic features or examples of skilled craftsmanship with sensitivity;

iii) repair or replace missing architectural features with an accurate duplication of features, substantiated by historic, physical or pictorial evidence, rather than on conjectural design or the availability of different architectural elements for other buildings or structures; and,

iv) respect changes to a historic building or resource which may have taken place over the course of time and may have

acquired significance in their own right. The valid contributions of all periods to a historic building or resource should be respected.

3.2.8.5.2 Corner Sites

a) Corner development sites are good locations for landmark buildings as they have better visibility, light and view opportunities. As such, corner sites will be addressed in the following manner:

i) define the intersection at which the building is located by architecturally articulating its presence at each corner;

ii) include prominent visual and vertical architectural features such as a wrap-around porch, bay window, turret feature or a clock tower, and/or an additional storey, greater than abutting buildings on non-corner sites;

iii) a corner building should have primary, articulated façades towards both roads; and,

iv) a corner building should have the highest level of architectural detailing and a distinct architectural appearance.

3.2.8.5.3 Multiple-Unit Buildings and Townhouses

a) In addition to the design policies for all buildings within the 'Downtown Area' the following additional policies shall apply to townhouse developments within the 'Downtown Area':

i) the siting, massing, and façade design of townhouses shall be coordinated on a block-by-block basis;

ii) the elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block;

iii) variety in the design of roofs is required to break up the massing of townhouse blocks;

iv) garages should be accessed from a rear lane. Where they are not, garages are expected to be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the townhouse;

v) side and rear elevations visible from public areas shall have upgraded facade treatments;

vi) buildings sited at the end of a view corridor, such as at a "T" intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements;

vii) each townhouse unit shall have access to their rear yard via the garage and/or a rear lane and/or a communal walkway/easement; and,

viii) where substantial multiple-unit buildings or townhouses are part of a private complex and/or condominium project, urban squares and/or parkettes, or other outdoor amenity areas shall be provided. An outdoor amenity area shall generally be centrally located and shall be of sufficient size to support the creation of a gathering place for the residents of the development. The outdoor amenity area shall be designed either as a passive sitting area incorporating such amenities as benches, planting beds, trees, shade structures or as an active play area with such amenities as benches, landscaping, curbed play space with safety surfacing and play equipment in compliance with CAN/CSA-Z614-07 or successor. Outdoor amenity areas shall not be located in snow storage areas and should be connected to a sidewalk to facilitate access.

3.2.8.5.4 Apartment Buildings and Communal Housing

a) In addition to the design policies for all buildings within the 'Downtown Area' the following additional policies shall apply to apartment buildings and communal housing developments within the 'Downtown Area':

i) apartment buildings and communal housing should be oriented to front on to the road, with a minimum setback, or build-within zone;

ii) permanent parking, loading and service areas shall be located in side or rear yards and set back from the front facade of the building;

iii) a visitor drop-off area should be located at the front of the building;

iv) the siting, massing, and façade design of buildings shall be coordinated on a block-by-block basis;

v) the exterior of the building shall be articulated in a manner that provides variation between buildings, and reinforces common characteristics that visually unites the block;

vi) variety in the design of roofs is required to break up the massing of the building;

vii) side and rear elevations visible from public areas shall have upgraded facade treatments;

viii) buildings sited at the end of a view corridor, such as at a “T” intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements;

ix) rooftop mechanical equipment should be screened from view with materials that are complementary to the building or through architectural features; and,

x) where an apartment building is part of a private complex and/or condominium project, urban squares and/or parkettes, or other outdoor amenity areas shall be provided. An outdoor amenity area shall generally be centrally located and shall be of sufficient size to support the creation of a gathering place for the residents of the development. The outdoor amenity area shall be designed either as a passive sitting area incorporating such amenities as benches, planting beds, trees, shade structures or as an active play area with such amenities as benches, landscaping, curbed play space with safety surfacing and play equipment in compliance with CAN/CSA-Z614-07 or successor. Outdoor amenity areas shall not be located in snow storage areas and should be connected to a sidewalk to facilitate access.

3.2.8.6 Design Policies for the Location of Buildings on a Lot

3.2.8.6.1 Lot Frontage and Lot Coverage

a) The implementing Zoning By-law shall consider the regulation of lot frontage and lot coverage as a way to ensure *compatible* development and a consistent built form throughout the various designations within the 'Downtown Area'.

3.2.8.6.2 Build-Within Zones and Built Frontage

a) Within all of the designations identified in the 'Downtown Area', a relatively consistent building edge is important to provide spatial definition and containment to the road. The front and exterior side walls of buildings should be located within a defined zone on the lot with the exception of dwellings with individual driveways where parking in the front yard is permitted to provide sufficient space for vehicles and snow storage. The build-within zones essentially set both a minimum and maximum setback.

b) The City shall implement in the Zoning By-law, a series of build-within zones to ensure a consistent building edge throughout the 'Downtown Area'. Along with the requirement for build-within

zones, the City shall regulate the minimum built frontage required within the build-within zones.

c) Where a development proposal includes an urban square that conforms to this Plan, the frontage occupied by the urban square shall be considered part of the main front wall of the building for the purposes of the calculation.

d) It is understood that, where a lot has three or four sides abutting a public road, the identified minimum built frontage requirement may not be achieved on all sides. The City shall use its discretion in the application of the street wall concept on development blocks that have street frontage on more than two sides.

3.2.8.6.3 Setbacks

a) In order to ensure development compatibility within and adjacent to the 'Downtown Area', the City shall establish appropriate interior side and rear yard setbacks for all designations within the 'Downtown Area' in the implementing Zoning By-law.

3.2.8.6.4 Encroachments

a) It is an objective of the City to ensure a comfortable pedestrian environment, and part of that comfort is weather protection. As a result, it is important to promote the provision of building elements that provide shade and/or shelter from the rain through permissions for encroachments into the pedestrian realm. In addition, it is an objective of the City to promote street activity/animation. Street cafes and outdoor seating for restaurants should also be considered. The City will encourage the following:

i) awnings or canopies may be permitted to encroach into the public pedestrian realm subject to approval from the City;

ii) outdoor cafes and seating for restaurants may be permitted to encroach into the public pedestrian realm subject to approval from the City;

iii) semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage and/or lighting fixtures attached to the building may be permitted to encroach into the public pedestrian realm subject to approval from the City;

iv) permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined public pedestrian realm; and,

v) the amount of any permitted encroachment, whether temporary or permanent, shall be established by the City on a site-by-site basis, and in consideration of the following criteria:

- the encroachment enhances pedestrian comfort by providing shade and/or protection from the rain and elements;

- the encroachment does not impede pedestrian and/or vehicular access, movement or safety, or impede any public maintenance activities; and,

- the encroachment does not impede sight lines to important views and vistas.

3.2.8.7 Design Policies for Parking and Loading

3.2.8.7.1 Parking Supply

a) It is the intent of this Plan to ensure an appropriate supply of parking, both vehicular and bicycle, throughout the 'Downtown Area'. The City may consider in the implementing Zoning By-law a range of parking ratios within each of the designations in the Downtown Area.

b) The following policies will be used in establishing an appropriate parking supply within the ‘Downtown Area’:

i) the City shall provide public parking areas (surface lots and/or structured parking facilities) within the 'Downtown Area' to augment the supply of parking for bicycles and automobiles;

ii) where new development is proposed within 250 metres of an existing public parking facility, the City may, subject to a Parking Needs Study, reduce the minimum parking requirement, identified in the Zoning By-law in recognition of the enhanced public parking supply; and,

iii) where a development proposal is unable, or does not wish to provide all of the required parking spaces, the City may accept cash-in-lieu of parking spaces. The minimum parking requirement shall be used to calculate any parking space deficiency. The cost of each parking space shall be established by the City, and may be waived for any specific development, at the discretion of the City. The funds raised through this provision shall be utilized by the City solely for the purchase of property for public parking and/or the building of public parking within the boundaries of the 'Downtown Area'.

3.2.8.7.2 Parking and Loading Facilities

a) In order to reinforce roads as primary public spaces, the locations of parking, driveways and service entrances and loading areas need to be carefully considered and coordinated with the locations for pedestrian entrances.

As such, parking facilities, service access points, loading areas and any visible garbage containers and/or mechanical equipment are to be located in a manner that have a minimum physical impact on sidewalks and accessible open spaces. Shared driveways and/or service courts at the side and rear of buildings are encouraged to provide for these functions:

i) surface parking, loading areas and servicing facilities shall not be permitted in front of any buildings, excluding residential dwellings with individual driveways, within the 'Downtown Area'. Surface parking and/or servicing facilities may be permitted in an interior side yard and are permitted within the rear yard;

ii) surface parking, loading areas and servicing facilities, where permitted, shall be appropriately screened from view from the road. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and landscaping including: pavement treatments, low walls or decorative fencing, landscaping, trees and lighting throughout parking lots and along the edges;

iii) parking is encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, permitted commercial uses shall be provided within the façade at-grade and the façade shall include appropriate architectural articulation;

iv) access to parking and servicing areas should occur off side roads or service lanes and to the side or rear of buildings, where possible;

v) the City shall encourage shared access driveways and, preferably, shared rear lane access for all development within the 'Downtown Area';

vi) sustainable design will be encouraged and may include: permeable paving surfaces, on-site stormwater management technologies, *alternative energy systems* (such as solar-powered lighting), and alternative-fuel vehicles and car-sharing services;

vii) Winter maintenance and salt management shall be considered in the design of surface parking lots. New, additions to existing, or resurfacing/redesign of existing surface parking lots may be required to provide a parking lot

design brief and a salt management plan demonstrating general conformity to the Lake Simcoe Region Conservation Authority's Parking Lot Design Guidelines to Promote Salt Reduction, or its successor; and

viii) where feasible, installation of infrastructure to support the use of alternative fueled vehicles, including charging stations for electric vehicles, is encouraged in the design of parking areas.

b) To ensure safety and promote their priority over vehicular traffic, pedestrian pathways on a development site shall be provided through the parking facility, including freestanding parking lots, and shall connect directly to public roads/sidewalks and building entrances.

These pathways shall be identified and delineated with decorative paving materials and where possible landscape planting and/or tree rows that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the road. The use of soft landscaping is also encouraged along major pedestrian routes, along with features such as outdoor furniture and pedestrian-scale lighting.

i) parking lots shall be lit with pedestrian-scale lighting. Light standards shall be low and spaced at appropriate intervals to avoid the "stadium lighting" effect;

ii) when surface parking is located at the road edge, deciduous trees and low shrubs (less than 1.0 metre high) shall be provided along the street line to provide a landscaped buffer;

iii) landscaping features shall be used to divide large surface parking areas. Parking areas shall be divided into small-defined sections with curbs and landscaping features. Landscaped islands shall be placed at the ends of all parking aisles;

iv) connectivity between freestanding parking lots and the main street is required through the establishment of public pedestrian linkages via side lot laneways;

v) parking garages shall have façade treatment to reflect the character of the neighbourhood;

vi) in addition to the minimum parking space requirements, parking facilities for bicycles shall be provided;

vii) where feasible, common laneways serving parking at the rear of commercial buildings shall be provided. Interconnected systems of rear laneways and drive aisles across adjoining properties shall be encouraged;

viii) access points shall be reduced and consolidated to optimize the use of driveways; and,

ix) servicing and loading areas shall be oriented to the rear of commercial buildings. On-street loading will be discouraged.

c) Within the 'Historic Main Street' designation, only non-residential development shall be exempt from any minimum parking requirement.

3.2.8.8 Design Polices for Signage and Lighting

3.2.8.8.1 Signage

a) Signage shall be designed to be complementary to the character of the 'Downtown Area'.

b) The City shall establish a Sign By-law specific to the various conditions and contexts found throughout the 'Downtown Area'.

c) Pedestrian realm signage and lighting should be coordinated.

3.2.8.8.2 Lighting

a) Lighting is an essential consideration to ensure safe pedestrian and transportation movement. The following guidelines shall apply to the 'Downtown Area':

i) exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance;

ii) only LED lighting or equivalent energy efficient technology will be permitted;

ii) only Dark Skies friendly lighting will be permitted in the Downtown Area. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements; and,

iii) pedestrian scale lighting shall be provided adjacent to roads, walkways, urban squares, pedestrian routes and within parks and courtyards.

NOTE: The City of Orillia is committed to a high calibre of urban design. The design policies are intended to ensure a high standard of design and environmental sustainability, to provide guidance to proponents and decision-makers, and provide a framework for public expectations.

Site specific conditions and design considerations should be reflected in the urban landscape. With respect to all design policies contained in this Plan, where warranted, the City may allow appropriately justified variances from these standards without the requirement for an amendment to this Plan, provided that the spirit and intent of the policies are respected and a high quality of design is maintained.

3.2.8.9 Implementation

a) Site Plan Approval – The following types of development shall be subject to Site Plan Control:

i) Any development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement;

ii) Any development or redevelopment of a site, which may or may not include enlargements or replacements, where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province; and,

iii) Enlargements of existing facilities of a site without an executed Site Plan Agreement that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area.

Where Site Plan Control is required, no building permit may be issued by the City without first reviewing the development application in the context of all the principles and regulations identified within this Plan.

The City shall utilize the Site Plan Approval process to the maximum extent permissible by the *Planning Act*. Specifically, the City may consider matters related to exterior design, including, and without limitation to the character, scale, materials, colour, appearance and design features of buildings for all development in the 'Downtown Area'.

b) Community Improvement Plan – All lands within the 'Downtown Area' are identified as within a Community Improvement Project Area. The City shall consider the preparation of a Community Improvement Plan or a series of Community Improvement Plans, in order to establish a vision for the area, identify public realm improvement priorities and establish incentive programs to assist the private sector in improving their properties. The qualification criteria for any proposed incentive program shall include the requirement that the lands be included within the Downtown Business Improvement Area.

c) Downtown Business Improvement Area – All lands within the 'Downtown Area', should, over time, be considered for inclusion

within the boundaries of the Downtown Business Improvement Area. The City, in considering the preparation of the Community Improvement Plan and/or the establishment of the Heritage Conservation District, shall consult with the Board of Directors and general membership of the Downtown Business Improvement Area.

d) Heritage Conservation District – The City shall consider the designation of all properties within the 'Historic Main Street' designation as a Heritage Conservation District under the Ontario Heritage Act. Part of the designation process shall include the preparation of detailed urban design and architectural control policies that will protect the heritage character of the area, and will promote new development that is *compatible* with the identified heritage objectives of this Plan.

3.3 LIVING AREA

3.3.1 INTENT

a) The 'Living Area' includes the following land use designations, as identified on Schedule 'A':

i) Stable Neighbourhood;

ii) Neighbourhood Greenfield; and,

iii) Intensification Area.

These designations provide the main locations for housing in Orillia outside the 'Downtown Area'.

b) It is the intent of this Plan that these designations protect and enhance the existing character of Orillia's neighbourhoods while, at the same time permitting some forms of new development that is *compatible* with the existing development.

3.3.2 OBJECTIVES

The following objectives and policies establish the framework for development decisions in the 'Living Area' designations:

a) To protect and enhance the character and identity of existing residential neighbourhoods, such that the health, well-being and prosperity of the community is enhanced and preserved.

b) To promote higher density, transit supportive and mixed-use development in appropriate locations.

c) To encourage and facilitate the production of an appropriate range of housing forms and tenures in all neighbourhoods.

d) To encourage high quality design that is environmentally sustainable and consistent with the policies of this Plan.

e) To ensure that new development is *compatible* with the character of the adjacent buildings.

f) To provide for complementary services and amenities which enhance the quality of the 'Living Area' designations.

g) To develop and implement design policies to guide development within the 'Living Area' designations.

3.3.3 GENERAL LIVING AREA POLICIES

3.3.3.1 Housing Demand

a) The City recognizes that within the 'Living Area' designations, the number of residential dwelling units required to meet the long-term needs of the City's population could vary over time. Accordingly, this Official Plan shall not prescribe the mix of housing types within the 'Living Area' designations, providing the other policies of this Plan are attained.

3.3.3.2 Affordable Housing

a) The City will encourage the development of housing that is affordable for *low and moderate income households*. In order to provide opportunities for *affordable housing* units, Council may consider relief from municipal permit fees, taxes and/or development fees.

b) It is a target that 25 percent of all new development across the 'Central Core Intensification Area', 'Intensification Area' and "Stable Neighbourhood' designations, meet the definition of *affordable housing*.

Affordable housing within the 'Intensification Area' designation may be achieved by:

i) promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;

ii) building smaller units, where housing is more affordable due to lower development costs;

iii) applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,

iv) encouraging the development of additional dwelling units.

Affordable housing within the 'Stable Neighbourhood' designation may be achieved by encouraging the development of secondary dwelling units and allowing additional dwelling units within an existing dwelling.

c) The City will work with other government agencies and the private sector to promote innovative housing forms and development techniques and incentives that will facilitate the provision of *affordable housing*.

d) *Affordable housing* will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.

3.3.3.3 Built Form/Density

a) An array of housing and building types is encouraged throughout the 'Living Area' designations. It is the intent of this Plan that built form be the determining factor for the types of development permitted in each land use designation.

b) Density can also be used in defining the amount of development permitted on a lot. However, density as a planning tool used by itself, will not ensure that any specific built form will be produced. As such, density will be considered a product of the relationship between built form, height and lot coverage.

3.3.3.4 Infill Housing

a) Infill development on properties that vary from the existing development pattern in terms of lot size, configuration and/or orientation in the 'Living Area' designations shall be designed with heights, massing and scale which is *compatible* with the surrounding context. Infill proposals may be subject to Site Plan Control.

b)

3.3.3.5 Single-Detached, Semi-Detached and Duplex Dwellings

a) Where permitted, single-detached dwellings, semi-detached dwellings and duplex dwellings that are located adjacent to Highways or Arterial Roads will be required, wherever possible, to develop in a manner that will not require direct access to such highways or roads.

3.3.3.6 Multiple-Unit Buildings and Townhouses

a) Multiple-unit buildings may include triplexes, fourplexes and other similar buildings that include multiple dwelling units.

b) Where permitted, multiple unit buildings and townhouses that are located adjacent to Highways or Arterial Roads will be required,

wherever possible, to develop in a manner that will not require multiple individual driveways to have direct access to such highways or roads.

c) All multiple-unit building or townhouse developments within the 'Living Area' shall be *compatible* with the character of the surrounding community.

d) All multiple-unit building or townhouse developments within the 'Living Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.3.3.7 Apartment Buildings

a) Where permitted, apartment buildings may be considered on a Local Road provided sufficient evidence indicates that the road is capable of handling additional dwellings and that the development is deemed acceptable to the City.

b) Where permitted, apartment buildings shall be located at highly accessible locations, ideally within 250 metres of an existing or planned public transit route within the ‘Intensification Area’ designation and within 400 metres of a planned transit route within the ‘Neighbourhood Greenfield’ designation. It is also desirable that apartment buildings be developed in proximity to community facilities and commercial facilities.

c) All apartment building developments within the 'Living Area' shall be *compatible* with the character of the surrounding community.

d) All apartment building developments within the 'Living Area' shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.3.3.8 Communal Housing

a) Communal housing offers services which may include shared kitchen and dining facilities, sanitary facilities, laundry facilities and amenity facilities, to residents living in shared and/or private suites.

For the purposes of the Zoning By-law, a communal housing suite is not defined as an independent dwelling unit, as the occupants rely on the provision of shared facilities and/or amenities.

b) Communal housing forms may include Nursing Homes, Long-Term Care Facilities, Retirement Homes, Group Homes, Boarding Houses, Student Residences, Continuum of Care Developments, Seniors' Accommodations and similar forms of service-oriented, communal housing and may be developed in conjunction with the on-site provision of related services, facilities, and amenities including, but not limited to, a cafeteria, medical office and/or pharmacy. Hotels and Motels are not forms of communal housing.

c) Communal housing may be located in the 'Living Area' designations provided adequate buffering, parking, and amenity areas can be provided. In addition, the proposed site should be within 250 metres of an existing or planned public transit route. It is also desirable that Communal Housing be developed in proximity to community facilities and commercial facilities.

d) All communal housing developments within any 'Living Area' designation shall be *compatible* with the character of the surrounding community.

e) All communal housing developments, except Group Homes, within any 'Living Area' designation shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.3.3.9 Additional Dwelling Units

a) For the purposes of this Plan, an additional dwelling unit is a separate dwelling unit associated within a single detached, semi-detached or townhouse dwelling. A maximum of three additional dwelling units is permitted on a residential lot. Additional dwelling units may be contained in a single-detached, semi-detached or townhouse dwelling. Additional dwelling units may also be located within a detached accessory structure on the same lot as a single detached, semi-detached or townhouse dwelling.

i) a maximum of four dwelling units shall be permitted on the same lot unless otherwise permitted in the Zoning By-law; and,

ii) all the requirements of the Zoning By-law, including the provision of adequate parking, the Ontario Building Code and other relevant municipal and Provincial regulations are satisfied.

3.3.3.10 Live-Work Units

a) Live-work units have the potential to integrate small-scale commercial, office or retail uses at-grade.

b) Live-work units shall provide parking, amenity areas and buffering with planting and/or fencing from adjacent residential dwellings.

c) Adequate parking and drop-off/pick-up facilities shall be provided, and parking should not be located in the front yard of any building.

d) Live-work units may be located within the 'Living Area' designations subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

3.3.3.11 Home Occupations

a) Home occupations are permitted within all the 'Living Area' designations provided the use is of an accessory and subordinate nature and does not substantially alter the residential nature of the property.

3.3.3.12 Bed and Breakfast Establishments

a) New bed and breakfast establishments are permitted within single-detached dwelling units in the 'Living Area' designations and shall be subject to Site Plan Control. The implementing Zoning By-law and/or Site Plan shall ensure that:

i) the use shall not have a negative impact on the privacy of neighbouring properties;

ii) adequate parking facilities are available on the lot for the proposed use and parking should not be located in the front yard of any buildings; and,

iii) the building shall be *compatible* with the character of the surrounding community.

3.3.3.13 Elementary and Secondary Schools

a) Elementary and secondary schools may be permitted within all the 'Living Area' designations and shall be subject to Site Plan Control.

b) Elementary and secondary schools shall, where feasible, be located adjacent to areas of public open space, in areas that optimize pedestrian access and generally shall not be located on roads or on highways with four (4) or more lanes of traffic.

c) School facilities shall be high quality landmark buildings and shall be *compatible* with the character of the surrounding community.

d) Schools shall provide parking for both vehicles and bicycles, amenity areas and buffering with planting and/or fencing from adjacent residential dwellings.

e) Schools shall be designed to provide a safe location for student drop-off and pick-up within the development site.

f) The implementing Zoning By-law and/or Site Plan shall ensure that adequate parking facilities and drop-off/pick-up facilities are provided for the proposed use and parking facilities, where possible, shall not be located in the front yard of any buildings.

g) Existing school sites represent important community focal points throughout Orillia. This Plan recognizes that some of the existing secondary and/or elementary school sites may be deemed surplus by their respective School Boards, and may, therefore, offer

opportunities for development based on the policies of the 'Living Area' designation.

h) Any development of an existing school site shall be supported by a comprehensive development plan that encompasses the entire landholding and that will consider the following:

i) the potential for ongoing public use of existing buildings, or their replacement with appropriate community facilities, other institutional uses and/or *affordable housing*;

ii) the need for, and protection of public parkland;

iii) replacement of the site's employment function;

iv) the preparation of a detailed site plan that identifies the distribution of land uses;

v) urban and architectural design guidelines;

vi) traffic impact assessment; and,

vii) an assessment of the impact of the proposed use on the adjacent community.

i) Should the surplus school site lands become available, the City shall endeavor to acquire the lands and shall prepare a comprehensive development plan in consultation with the public. The comprehensive development plan shall be implemented through an Official Plan Amendment and/or Zoning By-law Amendment.

3.3.3.14 Places of Worship

a) Places of worship may be located within the 'Living Area' designations subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

b) Places of worship shall provide parking for both vehicles and bicycles, amenity areas and buffering with planting and/or fencing

from adjacent residential dwellings. Parking should not be permitted in the front yard of any building.

c) Places of worship shall be high quality landmark buildings and shall be *compatible* with the character of the surrounding community.

3.3.3.15 Child Care Facilities

a) Child care facilities may be permitted within the 'Living Area' designations and shall be subject to Site Plan Control.

b) These facilities shall be limited in size, must include an outdoor play area that includes natural or built shade structures, must be well buffered from adjacent residential uses and shall be *compatible* with the character of the surrounding community.

c) Adequate parking and drop-off/pick-up facilities shall be provided and parking should not be located in the front yard of any building.

3.3.3.16 Local Convenience/Service Retail

a) Local convenience and service retail uses that serve the needs of the surrounding community may be permitted within the 'Living Area' designations through an amendment to the Zoning By-law, and shall be subject to Site Plan Control.

b) Local convenience and service retail uses shall generally be limited in scale to less than 250 square metres of Gross Floor Area per use with a combined maximum Gross Floor Area of 750 square metres.

i) Notwithstanding Section 3.3.3.16(b), on the property described as Part of Lots 18 and 19, Plan 392, designated as Part 2, Plan 51R-10374, and municipally known as 340 Mississaga Street West, a “Local Convenience/Service Retail” use with a Gross Floor Area of 400 square metres shall be a permitted use;

ii) Notwithstanding Section 3.3.3.16(b), on the property described as Part Lots 1,2,3 & Lots 4,5 South Side North Street; Lots 1,2,3,4,5 North Side Cedar Street; Lots 1,2, 3 &

Part Lots 4,5 South Side Cedar Street Except Part 9 51R41701; Lots 1,2,3 & Part Lots 4,5 North Side Borland Street; Part Cedar Street Closed By By-Law 1107 as in ORI120688 Plan 8; Save & Except Parts 4, 5 & 6 51R41701 Subject to an Easement in Gross over Pt 1 51R41701 as in SC621130 City of Orillia, and municipally known as 250 West Street North (formerly 2 Borland Street East), combined “Local Convenience/Service Retail” uses with a Gross Floor Area of 3,000 square meters shall be a permitted use.

c) Local convenience and service retail uses must be well buffered from adjacent residential uses and shall be *compatible* with the character of the surrounding community.

d) Parking shall be provided and it shall not be located in the front yard of any building. On-street parking shall be promoted, where possible.

e) Signage shall be respectful of the residential character of the surrounding community.

Note: For purposes of clarity, local convenience and service retail uses may include, but shall not be limited to, offices, retail, restaurants, and service commercial uses but shall not include automotive-oriented uses of any kind (sales, service, gas stations, and car washes).

3.3.3.17 Development Adjacent to the Water’s Edge

a) With the exception of new single detached, semi-detached or duplex dwellings, any new development within the 'Living Area' designations adjacent to the water’s edge, either on Lake Couchiching or Lake Simcoe, shall incorporate a water’s edge open space and/or trail component that includes all of the water’s edge lands, and, at the City’s discretion, may be required to dedicate the land to the City.

b) Any proposed development or *site alteration* within the Lake Simcoe Watershed Boundary, as shown on Schedule 'F' are subject to the policies of the Lake Simcoe Protection Plan.

3.3.3.18 Parks and Recreation Facilities

i) Should any Park or Recreational Facility site lands be deemed surplus, an Official Plan Amendment and/or Zoning By-law Amendment may be required as prescribed in Section 3.5.4.4 g)

ii) Any development of such existing Park or Recreational Facility site lands shall be subject to Site Plan control and supported by a comprehensive development plan that shall encompasses the entire landholdings and may consider the following;

i) the preparation of a detailed site plan that identifies the distribution of land uses;

ii) urban and architectural design guidelines;

iii) traffic impact assessment;

iv) an assessment of the impact of the proposed use on the adjacent community;

v) an Environmental Impact Study to assess opportunities to minimize the impacts on the natural feature of the property or surrounding area; and,

vi) Other site specific studies deemed applicable to the proposed development or re-development of such lands.

3.3.4 STABLE NEIGHBOURHOOD DESIGNATION

3.3.4.1 Intent

a) It is the intent of this Plan to ensure that the areas designated 'Stable Neighbourhood', as identified on Schedule 'A', are protected from incompatible forms of development and, at the same time, are permitted to evolve and be enhanced over time. All new development shall be *compatible* with its surrounding context and

shall conform with the 'Design Policies for Living Area', and all other applicable policies of this Plan.

3.3.4.2 Permitted Uses

a) Permitted uses on lands identified as 'Stable Neighbourhood' on Schedule 'A' include:

i) single-detached, semi-detached and duplex dwellings;

ii) multiple-unit buildings and townhouses;

iii) converted dwellings;

iv) communal housing, which may be developed in conjunction with on-site, related, and ancillary service commercial uses;

v) home occupations;

vi) bed and breakfast establishments;

vii) elementary and secondary schools;

viii) places of worship;

ix) child care facilities;

x) local convenience/service retail;

xi) community gardens;

xii) additional dwelling units;

xiii) parks and *recreation* facilities;

xiv) public uses and public and private utilities; and,

xv) legally existing apartment buildings.

3.3.4.3 Prohibited Uses

a) New apartment buildings are specifically prohibited anywhere within the ‘Stable Neighbourhood’ designation.

b) 395 Barrie Road - Notwithstanding Section 3.3.4.3 a), on the property described as Part 5, Plan 219 and Parts 1 & 2, Plan 51R-6260, being 0.81 hectares in area and municipally known as 395 Barrie Road, two apartment buildings with a maximum height of three (3) storeys, with a total of 65 dwelling units and the associated permanent parking area to be located in the front yard shall be a permitted use.

c) 399 Barrie Road - Notwithstanding Sections 3.3.4.3 a) and 3.3.4.4(b), on the property described as Part of Lot 5, Plan 219 and Parts 1 & 2, Plan 51R-6260, being 0.25 hectares in area and municipally known as 399 Barrie Road, one (1) four (4) storey apartment building with a total of 24 dwelling units shall be a permitted use.

d) 1033 Mississaga Street West – Notwithstanding Section 3.3.4.3 a), on the property described as Part of Block ‘B’, Registered Plan 1147, being all of Parts 1, 2, 3, 4 & 5, Plan 51R-9898 and municipally known as 1033 Mississaga Street West, one three (3) storey apartment building inclusive of four (4) live-work units, one (1) commercial unit and fourteen (14) residential units shall be permitted uses.

3.3.4.4 Development Policies

a) All development within the 'Stable Neighbourhood' designation shall be subject to Site Plan Control, with the exception of single-detached, semi-detached and duplex dwellings, including group homes. All development on lands that abut any shoreline shall be subject to Site Plan Control, including single-detached, semi-detached and duplex dwellings.

b) All new development within the ‘Stable Neighbourhood’ designation shall have a maximum height of 3 storeys. The implementing

Zoning By-law may provide more restrictive height limits based on the specific context of a neighbourhood or area within the City.

c) Multiple-unit buildings, townhouses, converted dwellings and communal housing may only be permitted within the 'Stable Neighbourhood' designation subject to achieving the following criteria to the satisfaction of the City:

i) the development shall respect the existing character of the surrounding neighbourhood through *compatible* and complementary building siting, massing, height and scale.;

ii) the exterior design of the proposed building or buildings, including materials, colours, architectural detail, landscaping, and streetscape elements shall be *compatible* with the proposal's immediate neighbours; and,

iii) the development shall be subject to Site Plan Control.

3.3.5 NEIGHBOURHOOD GREENFIELD DESIGNATION

3.3.5.1 Intent

a) The 'Neighbourhood Greenfield' designation permits a variety of uses and a range of residential building types. The 'Neighbourhood Greenfield' designation is intended to promote the development of a comprehensively planned community that builds upon the attributes of its location and conforms with the 'Design Policies for Living Area' and any other applicable policies of this Plan.

3.3.5.2 Permitted Uses

a) Permitted uses on lands identified as 'Neighbourhood Greenfield' on Schedule 'A' include:

i) single-detached, semi-detached and duplex dwellings;

ii) multiple-unit buildings, townhouses and apartment buildings;

iii) communal housing, which may be developed in conjunction with on-site, related, and ancillary service commercial uses;

iv) home occupations;

v) bed and breakfast establishments;

vi) elementary and secondary schools;

vii) places of worship;

viii) child care facilities;

ix) local convenience/service retail;

x) community gardens;

xi) parks and *recreation* facilities;

xii) public uses and public and private utilities;

xiii) additional dwelling units; and

xiv) live-work units

3.3.5.3 Development Policies

a) Schedule ‘A’ does not designate specific sites as locations for the various permitted residential building types or other supporting land uses. Rather, it is the intent of this Plan that new development on lands greater than 20 hectares shall proceed on the basis of a detailed Neighbourhood Plan, that will also form the basis of a Council approved Official Plan Amendment.

b) A Neighbourhood Plan shall be prepared based upon the policies of this Plan. It shall include all undeveloped lands within the 'Neighbourhood Greenfield' designation, and shall form the basis for all subsequent planning approvals. The Neighbourhood Plan

may also form the basis for any cost sharing or other agreements among the proponents of development.

c) A Neighbourhood Plan shall include the following components:

i) detailed road, block and land use plan

The road, block and land use plan will identify the conceptual layout of the neighbourhood and will provide enough detail to ensure that the minimum overall density of 50 persons and/or jobs per gross hectare has been achieved;

The land use plan will incorporate a range and mix of residential, commercial, institutional (including school sites), recreation, park and open space uses to support the achievement of complete and walkable neighbourhoods. The land use plan shall promote compact form and a mix of uses and densities. Convenient access to local commercial, institutional, recreation, park and open space uses will be integrated into the land use plan.

ii) comprehensive streetscape, open space and trails plan

The comprehensive streetscape and open space plan will identify the function, design and treatment of all the road types. It will identify the trails network and the location of all public sidewalks. This component of the Neighbourhood Plan will also include a detailed layout that identifies the linkages between proposed parks, parkettes/urban squares and storm water management facilities;

iii) urban design and architectural control guidelines

The urban design and architectural control guidelines will provide more detail and implement the ‘Design Policies for Living Area’, and any other applicable policies of this Plan.

The urban design and architectural control guidelines will articulate building height, massing and form, building setbacks, the arrangement of buildings on lots and the treatment of on-site parking. In addition, the urban and architectural control guidelines will identify the location and design treatment of landmark architectural features, priority lots and architectural design requirements for all buildings, including landscape elements;

iv) servicing plan, including, but not limited to the provision of water, wastewater and/or utilities; and,

v) an assessment of how pupil accommodation from each publically funded school board will be addressed in the Neighbourhood Plan.

d) Apartment buildings shall be located at highly accessible locations within 400 metres of planned public transit routes, parks, community facilities and local commercial uses.

e) All the available lands are to be subdivided into a series of development blocks, defined by a modified rectilinear grid system of public roads and lanes. The size and configuration of each development block will:

i) be appropriate for its intended use;

ii) facilitate and promote non-vehicular movement; and,

iii) provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient development.

f) Each development lot in a block will:

i) have frontage on a public road, or private road if the development is part of a plan of condominium; and,

ii) be of sufficient size and appropriate configuration to accommodate development that conforms with the ‘Design

Policies for Living Area', and any other applicable policies in this Plan.

g) Buildings within the 'Neighbourhood Greenfield' designation shall not exceed a height of eight (8) storeys.

3.3.6 INTENSIFICATION AREA DESIGNATION

3.3.6.1 Intent

a) The 'Intensification Area' designation shown on Schedule 'A', represents identified locations that have been targeted for intensified development. These lands are locations that have the potential to accommodate a mixture of residential, office, retail and service commercial uses.

b) It is the intent of this Plan to promote the development of the lands designated as 'Intensification Area' for higher density, transit supportive and mixed-use proposals that take advantage of their location on roads that accommodate public transit routes. All new development shall conform with the 'Design Policies for Living Area' and any other applicable policies of this Plan.

3.3.6.2 Permitted Uses

a) Permitted uses on lands identified as 'Intensification Area' on Schedule 'A' include:

i) stand-alone multiple-unit buildings, all forms of townhouses (including, but not limited to, link stack and back-to-back), and apartment buildings;

ii) mixed-use buildings with retail/service commercial and/or office uses in combination with residential dwelling units;

iii) tourist accommodations;

iv) live-work units;

v) communal housing, which may be developed in conjunction with on-site, related, and ancillary service commercial uses;

vi) home occupations;

vii) elementary and secondary schools;

viii) places of worship;

ix) child care facilities;

x) stand-alone retail, restaurants, service commercial and/or offices;

xi) additional dwellings in existing residential dwellings;

xii) parks and *recreation* facilities; and,

xiii) public uses and public and private utilities.

b) 460 West Street South

Notwithstanding Sections 3.3.6.4 f), 3.3.7.4.1(i) and 3.3.7.5 (c), on the property legally described as Lot 78, Plan 432, and municipally known as 460 West Street South, “automotive related uses including vehicular sales and service” shall be permitted.

3.3.6.3 Prohibited Uses

a) Prohibited Uses on lands identified as ‘Intensification Area’ on Schedule ‘A’ include:

i) new single-detached, semi-detached and duplex dwelling units; and,

ii) stand-alone parking lots.

3.3.6.4 Development Policies

a) All permitted uses within the 'Intensification Area' designation shall be subject to Site Plan Control, and shall conform to the ‘Design policies for Living Area’, and all other applicable policies of this Plan. The Site Plan Control provisions may include detailed design, colour, materials and sustainable building practices.

b) All new development must be *compatible* with its surrounding context, in consideration of the height permissions and restrictions that follow.

c) Buildings within the 'Intensification Area' designation shall be between 2, or equivalent, and 8 storeys in height, subject to the following angular plane provisions:

   i) where a new development is abutting a property line within the 'Stable Neighbourhood' or 'Downtown Shoulder' designations, an angular plane shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Property lines that abut a public road allowance are not subject to the angular plane provisions;

   ii) where a site abuts any property line within the 'Stable Neighbourhood' or 'Downtown Shoulder' designation, a 45 degree angular plane shall be established at a point 7.5 metres directly above the abutting property line; and

   iii) Notwithstanding Section 3.3.6.4 c), on the property municipally known as 600 Sundial Drive, one (1) twelve (12) storey apartment building and one (1) fourteen (14) storey apartment building shall be permitted.

d) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space, and/or a residential lot, special landscaping/building treatments shall be required to ensure that building façades and servicing areas are attractive and/or appropriately screened from view.

e) Garage access/service facilities shall not dominate the view of the streetscape within the 'Intensification Area' designation. The implementing Zoning By-law may include details with respect to build-within-zones for front and exterior side yards, with the exception of dwellings with individual driveways where parking in the front yard is permitted to provide sufficient space for vehicles and snow storage.

f) Centralized access points shall be required and shared access between adjacent uses is encouraged. Parking lots shall not be located in the front yard. Where retail uses are anticipated, on-street parking shall be promoted, where possible.

i) Notwithstanding Section 3.3.6.4 f), on the property municipally known as 600 Sundial Drive, parking shall be permitted in the front yard.

g) Any additions to the existing ‘Intensification Area’ designation, whether an expansion to an existing ‘Intensification Area’, or the creation of a new ‘Intensification Area’ may only be considered where such lands front onto an Arterial Road, public transit route, or Highway. Further, any consideration for any addition to the 'Intensification Area' designation must only include lands that are located at highly accessible locations within 250 metres of existing public transit routes, parks, community facilities and local commercial facilities. Additions to the 'Intensification Area' designation shall require an Official Plan Amendment.

3.3.7 DESIGN POLICIES FOR LIVING AREA

3.3.7.1 Objectives

The following design policies apply to all new development within the 'Living Area' designations. The City’s objectives for design within 'Living Area' designations are:

a) To enhance the livability and physical appeal of the community through the quality, layout and attractiveness of its public and

private spaces and buildings to enhance the well-being, health and prosperity of the citizens.

b) To provide development proponents with an understanding of the design intent of the City. The fundamental basis of these Urban Design policies is to create a built environment, which provides:

i) visual diversity, interest and beauty;

ii) a well-defined public realm, including an interconnected open space network that encourages walking and cycling;

iii) sensitive integration of new development with existing development;

iv) a transit supportive and pedestrian/cycling-oriented development pattern;

v) an attractive and distinctive, pedestrian-oriented community, with connections to the waterfront; and,

vi) a road system which recognizes and preserves the historic character of the City's neighbourhoods.

c) In order to reduce energy consumption, reasonably compact forms of development shall be maintained in conjunction with efficient pedestrian, bicycle and vehicular transportation networks.

d) Neighbourhood services and facilities shall be provided close to residential development to help reduce automobile trips.

3.3.7.2 Design Policies for Roads

a) All roads shall conform with the policies of Section 6.1 of this Plan. In addition, all Highways, Arterial Roads, Collector Roads and Flex Streets, with the exception of Highway 11, shall be designed to accommodate vehicles as well as to support transit, pedestrians and cyclists. Sidewalks and street trees shall be provided on both

sides of all Highways, Arterial Roads, Collector Roads and Flex Streets, with the exception of Highway 11.

b) All Local Roads and Private Roads, where they are developed, shall provide a sidewalk on at least one side of the Road, and shall include street tree planting on both sides of the Road.

3.3.7.3 Design Policies for Greening

a) All new development shall provide a public parkland dedication in accordance with the policies of the *Planning Act*, to the satisfaction of the City. The City may, at their discretion, accept cash-in-lieu of a required parkland dedication.

3.3.7.4 Design Policies for Buildings

3.3.7.4.1 General Policies for all Buildings

a) An appropriate range of housing types and tenures should be provided to make a variety of housing options available to the community.

b) The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.

c) When considering building forms, development which results in extensive loss of sunlight to adjacent land uses shall be discouraged.

d) Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, *alternative energy systems*, and conformity with LEED certification shall be encouraged in all new buildings.

e) New commercial, institutional, industrial and apartment buildings shall be encouraged to incorporate a ‘green-roof’ into the design of the building.

f) Architectural styles of individual units and blocks should be sensitive to and complement each other.

g) New development will be *compatible* with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue, adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

h) Development should be designed to support public transit and, for reasons of public safety and convenience, primary building entrances to principal buildings should be clearly visible, direct, with minimum changes in grade and located on a road or onto public open spaces.

i) To enhance the quality and safety of the public streetscapes, the development of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.

j) For multiple-unit buildings, townhouses and apartment buildings, in order to reduce the impact of surface parking and to provide at-grade amenity areas, the provision of structured or underground parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking shall be encouraged to be located to the rear of principal buildings.

3.3.7.4.2 Single-Detached, Semi-Detached and Duplex Dwellings

a) To create a consistent street wall, buildings must have doors, windows and/or entry features adjacent to the road(s).

b) Garages should be set behind or flush with the main building face or accessed from a rear lane.

c) Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:

i) where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the building;

ii) the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and,

iii) fencing around front and/or exterior side yards should not block the view of the sidewalk from the building; their height shall be consistent with the provisions of the implementing Zoning By-law.

d) Porches, stairs, canopies and other entrance features may encroach into the required setbacks, subject to the requirements of the implementing Zoning By-law.

e) Entry features and other architectural elements shall be incorporated into the front elevation of the building to reduce the visual impact of the garage and the driveway.

f) Shared or grouped driveways will be expected to reduce the amount of asphalt on front yards and to facilitate winter maintenance operations.

3.3.7.4.3 Multiple-Unit Buildings and Townhouses

a) The siting, massing, and façade design of townhouse units shall be coordinated on a block-by-block basis.

b) The elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block. Such articulation may include, but is not limited to, elements such as roof design, dormers, windows, building materials, colours, porches, building setbacks and/or other elements of the building facade.

c) Where townhouse units are located adjacent to single or semi-detached units, the architectural elements shall facilitate visual integration between these different types of housing forms.

d) Garages should be accessed from a rear lane. Where they are not, garages shall be located a sufficient distance from the street line or internal road to accommodate driveway parking and are expected to be paired to allow for more substantial front yard green space, where possible. They shall generally not protrude beyond the front wall or porch of the dwelling unit. The width of the garage door should not dominate the front facade and shall generally be less than half the width of the unit.

e) Corner unit designs are encouraged to provide significant corner features such as a wrap-around porch, wall articulation, turret feature or bay window.

f) Buildings sited at the end of view corridor, such as at a "T" intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements.

g) Every effort should be made to screen utility meters on townhouse dwellings from public view through the use of recessed walls, insetting within walls, landscaping, or other screening solutions.

h) Each townhouse unit shall have access to their rear yard via the garage and/or a rear lane and/or a communal walkway/easement.

i) Where townhouses are part of a private complex and/or condominium project, urban squares and/or parkettes, or other outdoor amenity areas shall be provided. An outdoor amenity area shall generally be centrally located and shall be of sufficient size to support the creation of a gathering place for residents of the development. The outdoor amenity area shall be designed either as a passive sitting area incorporating such amenities as benches, planting beds, trees, shade structures or as an active play area with such amenities as benches, landscaping, curbed play space with safety surfacing and play equipment in compliance with CAN/CSA-Z614-07 or successor. Outdoor amenity areas shall not be located

in snow storage areas and should be connected to a sidewalk to facilitate access.

3.3.7.4.4 Apartment Buildings and Communal Housing

a) Apartment buildings and communal housing should be oriented to front the road, with a minimum setback.

b) Permanent parking, loading and service areas shall be located in side or rear yards and set back from the front facade of the building.

c) A visitor drop-off area should be located at the front of the building.

d) Rooftop mechanical equipment should be screened from view with materials that are complementary to the building or through architectural features.

e) Where an apartment building is part of a private complex and/or condominium project, parkettes or other outdoor amenity areas shall be provided. An outdoor amenity area shall generally be centrally located and shall be of sufficient size to support the creation of a gathering place for residents of the development. The outdoor amenity area shall be designed either as a passive sitting area incorporating such amenities as benches, planting beds, trees, shade structures or as an active play area with such amenities as benches, landscaping, curbed play space with safety surfacing and play equipment in compliance with CAN/CSA-Z614-07 or successor. Outdoor amenity areas shall not be located in snow storage areas and should be connected to a sidewalk to facilitate access.

3.3.7.4.5 Local Convenience/Service Retail

a) All utility equipment, rooftop mechanical equipment, hydro transformers and waste/recycling storage facilities should be incorporated into the design of a building, where feasible. If this is not feasible, equipment should be positioned as to not be visible from the public road and screened with materials that are complementary to the building design.

b) Parking and loading facilities shall be provided on site. Shared access and parking among various developments is encouraged. Parking, loading and service areas, where site conditions can accommodate, shall not be located in the front or exterior side of the buildings. Parking, loading and service areas shall be screened from view from the road, public open spaces, and adjacent residential areas with fencing, planting, berming, trees and/or hedges. Large parking areas shall be designed in small sections and include lighting and substantial landscaping to break up large expanses of parking and provide places for pedestrian connections. Conflicts between vehicles and pedestrians must be minimized through thoughtful design, signage and delineation of the pedestrian right-of-way.

c) A high standard of landscaping shall be required. Plantings shall visually enhance individual sites, screen parking and loading areas and create a consistent landscape treatment along roads with emphasis on providing trees along the roads. Buffer planting shall consist of a mix of coniferous and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons and, where appropriate, preference will be given to native species. Planting beds shall be established to enable plant material to be massed to create a healthy and sustainable landscape. Trees, shrubs and groundcovers should be planted at-grade in wide, continuous planting beds that serve to define pods of parking and provide for pedestrian circulation.

d) Sites are to be pedestrian and cyclist-oriented and accessible, and supportive of public transit. Design considerations include the provision of safety features such as appropriate lighting, walkways, traffic calming measures, benches and shade. Building entrances should be prominent and linked to sidewalks through walkways or hard-surfaced patios.

e) Buildings should be of quality development and architectural details and should respond to neighbouring structures in massing, height and materials. Building facades along public roads should be

articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety. Generally, all facades that overlook roads and open spaces shall have windows. Buildings shall be designed to blend in with their surroundings.

f) Where a proposed use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening between the uses.

3.3.7.5 Policies for Development Siting

3.3.7.5.1 General Residential Siting Policies

a) For the purpose of these policies a block is defined as being composed of contiguous lots surrounded by roads. Each block shall contain a mix of unit types with a variety of elevations and setbacks to encourage diversity.

b) Placement of buildings with identical elevations, setbacks and colour treatment next to each other is not permitted. Identical unit elevations shall be separated by a minimum of two dwellings. Identical exterior colour packages shall be separated by a minimum of three dwellings.

c) The front facade wall should be sited close to the front lot line where possible, in keeping with permitted zoning. Entry doors should be visible from the road.

d) When siting different unit types on a road, appropriate transition should be considered to avoid substantial changes in height.

e) Site design shall minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial/Collector Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.

3.3.7.5.2 Priority Lots

a) Priority lots are lots within a proposed community that have high public exposure, such as corner lots or lots located adjacent to public open space. The building design on these lots should be of a high architectural quality. Architectural and siting treatments for different lot configurations are recommended, in order to promote a defined and an attractive streetscape with constructed focal points.

b) A Priority Lot Map that identifies and illustrates various priority lot treatments shall be provided to the City as part of the detailed Neighbourhood Plan. Units shall be approved for siting, on Priority Lots, based on the guidelines set out below.

i) Corner Units - The following guidelines apply to all corner lots, to units flanking on primary roads, and units where side yard to front yard conditions exist:

- special units designed specifically for corner lot conditions;

- side and rear elevations visible from the road shall have consistent materials and details, similar to the front elevation;

- where the floor plan allows, a front door is encouraged on the long side of the lot or the side elevation of the building, with access to the sidewalk if a sidewalk exists;
- entry doors should be visible from and oriented to the road; and,

- unit designs are encouraged to provide an architectural feature at the corner.

ii) “T” Intersections/Elbow Roads - “T” intersections occur when one road terminates at right angles to another. Consideration should be given to buildings at the top of the “T” intersection and the two last lots on either side of the

road that terminates at the intersection. Elbow Roads occur at a bend on the road, with more than one unit at the end of the road view. The following guidelines apply:

- lots at the end of 'T" intersections shall generally incorporate design elements and building facades which reflect their prominent location including, but not limited to, upgraded building materials, architectural detailing, fenestration and/or entry features;

- pairing of side yards is encouraged to form a landscaped area at the terminus of the “T“ Intersection;

- on elbow roads, driveway locations shall be carefully considered to avoid driveways on adjoining lots merging at the road line; and,

- where side elevations on elbow roads are partially visible from the road, materials consistent with those of the front elevation should be employed.

iii) Buildings Facing and Flanking Window Roads - Window roads front onto a Local Road parallel to an Arterial or Collector Road but are separated from it by a boulevard or landscape buffer. The following guidelines apply:

- units visible from Arterial/Collector Roads shall be given special consideration in architectural design, massing, orientation, siting and materials. They shall be of high architectural quality;

- highly articulated facades will be encouraged through coordinated fenestration, masonry detailing, accent gables, dormers, and/or other special treatment;

- units fronting onto a window road should have highly articulated entries through the use of entry features such as projecting porches facing the road;

- side and rear elevations flanking Arterial/Collector Roads will be encouraged to be highly articulated, as per corner lots, and be consistent with the front elevation in terms of materials, fenestration style and detailing;

- garages are encouraged to be recessed from the front wall face of these units to reduce their presence on the road; and,

- entrances on window road lots should be visible to, and where possible, face the window road.

iv) The following guidelines apply to 'Buildings Adjacent to Parks/Open Space/Pedestrian Linkages':

- front, side and rear elevations exposed to active public spaces including open spaces, wood lots, storm water management facilities, greenway links and pedestrian walkways shall be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve the objective;

- where possible, side elevations facing parks and open spaces should incorporate a porch feature to visually address these features;

- the location of porches, windows and entry doors of units, surrounding parks and open spaces, should enhance opportunities for views of the parks and open spaces;

- side and rear elevations should adopt a similar design and employ materials that are consistent with

those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public;

- projecting porches are encouraged to emphasize the entrance as well as to reduce the presence of the garage;

- at walkway entrances, units should create a sense of entry through location of windows and front doors. Informal planting of coniferous and deciduous trees may be used to frame a pathway; and,

- driveways of adjacent homes should be located as far away as possible from public spaces.

3.3.7.6 Policies for Fencing/Walls

3.3.7.6.1 Privacy Fencing Guidelines

a) Hedges and garden walls are encouraged. They should be limited in height and visually permeable to allow overview from publicly accessible spaces.

b) Rear and side yard fences, where required, shall be consistent in design, colour, and materials and in accordance with any applicable City standards.

c) Fences may be subject to review by the City.

3.3.7.6.2 Corner Lot Fencing/ Buffering for New Development

a) Corner lot fencing or buffering shall be provided for screening of rear yard amenity area on all flankage lots where the rear yard is exposed to the road.

b) The exact location of corner lot fencing will be determined in a subdivision agreement.

3.3.7.6.3 Noise Attenuation Fences and Walls

a) If acoustic fences along Highways, Arterial, and/or Collector Roads are required to provide adequate visual and physical buffer to residences as a result of a Noise Impact Assessment, then acoustic walls shall be of a colour and material which is complementary to the walls and to all other common entry features within the development.

3.3.7.7 Policies for Lighting

a) Lighting is an essential consideration to ensure safe pedestrian and transportation movement. The following guidelines shall apply to the 'Living Area' designations:

i) exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance;

ii) only LED lighting or equivalent energy efficient technology will be permitted;

iii) only Dark Skies friendly lighting will be permitted in the ‘Living Area’. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements; and,

iv) pedestrian scale lighting shall be provided adjacent to roads, walkways, urban squares, pedestrian routes and within parks and courtyards.

3.3.7.8 Design Policies for Public and Private Parking Areas

a) Public and private parking areas are encouraged to incorporate infrastructure to support the use of alternative fueled vehicles including charging stations for electric vehicles.

b) Winter maintenance and salt management shall be considered in the design of surface parking lots. New, additions to existing, or resurfacing/redesign of existing surface parking lots may be required to

provide a parking lot design brief and a salt management plan demonstrating general conformity to the Lake Simcoe Region Conservation Authority's Parking Lot Design Guidelines to Promote Salt Reduction, or its successor.

NOTE: *The City of Orillia is committed to a high calibre of urban design. The design policies are intended to ensure a high standard of design and environmental sustainability, to provide guidance to proponents and decision-makers, and provide a framework for public expectations.*

Site specific conditions and design considerations should be reflected in the urban landscape. With respect to all design policies contained in this Plan, where warranted, the City may allow appropriately justified variances from these standards without the requirement for an amendment to this Plan, provided that the spirit and intent of the policies are respected and a high quality of design is maintained.

3.4 EMPLOYMENT LANDS

3.4.1 INTENT

a) Employment opportunities are a key component of a *complete community*. Lands identified as 'Employment Lands' within this Plan are intended to accommodate a full range of employment opportunities including industrial, commercial and institutional uses to meet the long-term needs of the City of Orillia. Residential intensification opportunities on certain commercial lands are also supported to make more efficient use of underutilized commercial sites. It is also important to note that the 'Downtown Area' also plays a key role in the provision of an array of employment opportunities in a mixed-use context.

b) The following designations address the City's more specific 'Employment Lands' categories, as identified on Schedule 'A':

i) Business Park/Industrial;

ii) Light Industrial Service;

iii) Major Institutional;

iv) Community Commercial; and,

v) Arterial Commercial.

c) The Business Park/Industrial, Light Industrial Service and the Major Institutional designations are considered to be *employment areas* in the City and are subject to the conversion policies of this Plan, as well as applicable Provincial legislation and policy statements.

d) The minimum *density target* for employment lands within the *designated greenfield area* is 25 jobs per gross hectare within the 'Business Park/Industrial' designation and 50 jobs per gross hectare within the 'Major Institutional' and 'Community Commercial' designations. It is recognized that the achievement of this *density target* will be contingent upon the availability of appropriate municipal *infrastructure*, the overall success of the City in attracting new employers, and the type of employment opportunity that is eventually provided.

3.4.2 OBJECTIVES

The following objectives and policies establish the framework for development decisions in the 'Employment Lands.'

a) To encourage development of employment generating land uses in consideration of development approvals and service *infrastructure* allocation.

b) To identify locations to accommodate an adequate supply of serviced land for employment-related uses, and to establish policies to guide employment-related development.

c) To protect and preserve *Employment Area* for current and future uses, and to prohibit their development for non-employment generating land uses.

d) To minimize and mitigate conflicts with adjacent or nearby *sensitive land uses*.

e) To concentrate retail activity in the 'Downtown Area', the 'Intensification Area' and the 'Community Commercial' designations to take advantage of the accessibility and visibility of these locations.

f) To ensure that expansions to the 'Intensification Area', 'Arterial Commercial' and 'Community Commercial' designations do not create an undue, adverse impact on the vitality, viability and planned function of the 'Downtown Area'.

g) To achieve the highest design standards possible for employment-related development.

h) To provide opportunities for residential intensification within the ‘Community Commercial’ designation to increase the City’s housing supply.

3.4.3 BUSINESS PARK/INDUSTRIAL DESIGNATION

3.4.3.1 Intent

a) The 'Business Park/Industrial' designation is intended to include lands where people presently work and lands where employment opportunities will be provided in the future. It is the intention of this Plan that areas designated ‘Business Park/Industrial’ designation will be used primarily for offices, research and development and/or manufacturing facilities. Vacant lands designated 'Business Park/Industrial' have been included within this designation to provide growth areas for future employment generating development. In addition, all new development within the 'Business Park/Industrial' designation shall conform with the ‘Design Policies for Employment Lands’ and all other applicable policies of this Plan.

3.4.3.2 Permitted Uses

a) Permitted uses on lands identified as ‘Business Park/Industrial’ on Schedule ‘A’ include:

i) office/research uses of all types;

ii) prestige industrial and manufacturing uses;

iii) industrial service and supply facilities;

iv) warehouses;

v) child care facilities (existing only);

vi) retail functions, fitness centres and child care facilities located on the same lot as the industrial, manufacturing and/or office uses provided they are ancillary to the primary use in function and floor space;

vii) wholesale facilities associated with those uses permitted in sub-parts ii) and iii);

viii) tourist accommodations/conference uses; and,

ix) ancillary public uses and public and private utilities.

b) Large-scale power generation operations that develop and sell electricity for commercial purposes, such as a publicly or privately owned power utility or industrial co-generation, may be located anywhere within the 'Business Park/Industrial' designation, subject to a review of potential impacts and an amendment to the Zoning By-law.

c) Employment uses that do not achieve the minimum gross density of 25 jobs per hectare may be considered by the City, as long as the proposed use does not have a detrimental impact on the City's ability to achieve the *density target* in the long-term.

d) The City may permit, subject to a rezoning, small-scale, ancillary commercial uses serving permitted uses in the 'Business Park/Industrial' designation including restaurants, bars, convenience stores, business services, industrial services and retail stores. Retail stores must cater primarily to business and industrial clients including office, industrial and contractor supply and sales, and provided such retail stores are limited to a maximum

unit size of 250 square metres per premises and a maximum of two individual stores per property.

The Zoning By-law amendment application shall be supported by an analysis of the existing uses on the lands designated 'Business Park/Industrial' which demonstrates the proposed commercial use and the existing commercial uses located within 500m of the proposed land use within the same designation are ancillary to, and compatible with, the permitted uses listed in 3.4.3.2 (a) of this Plan. The application shall also demonstrate that the proposed use will not displace employment that will result in a shortfall in the City's *employment areas* to meet the employment target in 2.2 of this Plan.

i) The following policies apply to approximately 3.8 hectares of land designated "Employment Lands - Business Park/Industrial" located on the east side of Uhthoff Line, north of Highway 11 and more particularly described as Property Identification Numbers (PINs) 58575-0035, 58575-0034, 58575-0033, 58575-0032, 58575-0031, 58575-0030, 58632-0008, and 58632-0011. It is the intent of this Official Plan to recognize the existing residential character of this area and to permit the development of compatible office and research uses.

- The City may continue to apply residential zoning provisions.

- Home occupations and/or home industries shall be permitted in the implementing Zoning By-law.

- Applications to site-specifically permit non-residential employment uses shall be limited to office and research uses only and may be considered subject to the following criteria:
  - compatibility with surrounding land uses;
  - provisions for buffering from adjacent residential uses;
  - the provision of adequate on-site parking

For purposes of this policy, research uses may include premises used for conducting pure and applied research and experimentation but does not include industrial uses or manufacturing operations or any uses that result in emissions of noise, dust, vibration and/or odour beyond the subject lands.

e) Special Exception Policy - Lands Legally Described as Part of the East Half of Lots 8 and 9, Concession 2 and Part of the West Half of Lot 7 and Part of Lot 8, Concession 3, Formerly Township of South Orillia, and Part of Lot 5, Concession 3, Geographic Township of Orillia, South Division, all now City of Orillia.

Notwithstanding 3.4.3.2 d), the following special exception policies apply to land legally described as: Part of the East Half of Lots 8 and 9, Concession 2, formerly Township of South Orillia; Part of the West Half of Lot 7 and Part of Lot 8, Concession 3, formerly Township of South Orillia; and Part of Lot 5, Concession 3, Geographic Township of Orillia, South Division, all now City of Orillia; and, all of which are designated as "Employment Lands - Business Park/Industrial" on Schedule 'A' – Land Use and designated as Area Specific Policy "3.4.3.2 e)" on Schedule 'C' – Overlay:

1. Intent

Further to 3.4.3.1 a), the 'Business Park/Industrial' designation is intended to permit a full range of employment uses including office and service sector businesses, high technology / knowledge based businesses, telecommunications, research / development / innovation, and manufacturing in addition to traditional industrial uses. The establishment of high-tech and innovation clusters among similar and complementary businesses is supported to foster the sharing of information, resources and business opportunities. Alternative forms of industrial development and ownership, such as industrial malls and incubator facilities, are encouraged. The policies are also structured to permit a limited amount of Light Industrial Service uses, as well as employment supportive uses in order to support the social and professional needs of businesses, employees and customers.

2. Permitted Uses

In addition to the list of Permitted Uses outlined in 3.4.3.2 a), b) and c), the following uses are also permitted on the subject lands:

i) Offices and research uses of all types including, but not limited to, research and development facilities, information and data processing centres, customer service centres, call centres, and computer programming facilities, telecommunication centres, and office and business service establishments such as printing and equipment rental and repair;

ii) prestige industrial and manufacturing uses including, but not limited to, machine shops, tool and die establishments, and custom workshops;

iii) industrial service and supply facilities;

iv) warehouses;

v) child care facilities (existing only);

vi) retail functions, fitness centres and child care facilities located on the same lot as the industrial, manufacturing and/or office uses provided they are ancillary to the primary use in function and floor space;

vii) wholesale facilities associated with those uses permitted in sub-parts ii) and iii);

viii) tourist accommodations/conference uses;

ix) training centres and trade schools, but shall not include elementary or secondary schools;

x) enclosed self-storage facilities within existing industrial buildings only;

xi) Light Industrial Service Uses (3.4.4.2 a)) – the following uses shall also be permitted provided they shall

generally not exceed a maximum of generally 7,344 sq. m. / 79,052 sq. ft. of building footprint area:

a) contractor sales;
b) micro-industries that support non-noxious uses such as beverage brewing and wine-making;
c) automotive and recreational vehicle service and rental, parts sales , gas bars, car washes, service stations, auto body repair, and ancillary vehicle sales;
d) commercial recreational facilities;

e) If the maximum allocation is reached, an increase in the space allocation may be considered by a zoning by-law amendment, subject to an application outlining the justification for the increase.

xii) ancillary public uses and public and private utilities.

3. Employment Supportive Uses

A limited amount of small scale employment supportive commercial uses may be permitted in the 'Business Park/Industrial' designation, subject to the policies of 3.4.3.2 e) and the regulations contained in the implementing Zoning By-law. The establishment of employment supportive uses is subject to the following criteria:

i) Employment supportive uses shall be ancillary to and serve the primary uses within the 'Business Park/Industrial' designation as listed in 3.4.3.2 e)2. Employment supportive uses may include restaurants, financial institutions, convenience stores and small scale retail, business services, industrial services, and other service commercial uses, but shall exclude the motor vehicle uses already permitted by Sub-Section 2.xi.c) preceding.

ii) Employment supportive uses shall generally not exceed a maximum of generally 7,344 sq. m. / 79,052 sq. ft. of building footprint area. If the maximum allocation is reached, an increase in the

space allocation may be considered by a zoning by-law amendment. The zoning amendment application shall be supported by an analysis that demonstrates the proposed use is ancillary to, and compatible with, the permitted uses listed in 3.4.3.2 e) 2. The application shall also demonstrate that the proposed use will not displace employment that will result in a shortfall in the City's *employment areas* to meet the employment target in 2.2. of this Plan.

f) Special Exception Policy - A Portion of the Lands Legally Described as Part of the East Half of Lots 8 and 9, Concession 2, Formerly Township of South Orillia, now City of Orillia.

Notwithstanding 3.4.3.2 d) and in addition to 3.4.3.2 e), the following special exception policies apply to a maximum of 7 hectares of land, legally described as Part of the East Half of Lots 8 and 9, Concession 2, formerly Township of South Orillia, now City of Orillia, designated as "Business Park/Industrial" on Schedule "A":

1. Intent

Further to 3.4.3.1 a), a portion of the lands within the 'Business Park/Industrial' designation may also be developed for a stand-alone major retail use as an alternative employment opportunity within the City, subject to preparation of the applicable technical reports to the satisfaction of the City and an amendment to the Zoning By-law. This use would therefore not constitute a conversion of lands within the employment areas.

2. Permitted Uses

In addition to the list of Permitted Uses outlined in 3.4.3.2 a), b), c) and e), a stand-alone major retail use (i.e. a principle building with a minimum of 9,290 sq.m / 100,000 sq. ft. to a maximum of 18,850 sq. m. / 200,000 sq. ft. gross floor area together with one (1) ancillary commercial building and/or structure), is also permitted on the subject lands subject to the following:

i) Approval of a Zoning By-law Amendment application that will include, at a minimum, the submission and Peer Review of the following required studies:

a) A Traffic Impact Study completed based upon a Terms of Reference approved by the City; and,

b) A Retail Impact Study, completed based upon a Terms of Reference approved by the City, that identifies the need for this type of new retail space, and its potential impact on other retail uses, to the satisfaction of the City.

The Retail Impact Study shall place particular emphasis on the potential impact of this new retail space on the viability and future success of the 'Downtown Area', and if required, also propose an appropriate impact mitigation strategy that protects the retail function of the 'Downtown Area', all to the satisfaction of the City; and,

c) Notwithstanding 3.4.3.2 e), Sub-Sections 2.xi) and 3.ii) preceding, Light Industrial Service Uses and Employment Supportive Uses will be prohibited uses on the subject lands if they are utilized for a stand-alone major retail use.

3.4.3.3 Prohibited Uses

a) Prohibited uses on lands designated 'Business Park/Industrial' on Schedule 'A' include:

i) public and/or private educational facilities;

ii) *sensitive land uses*, excluding those uses explicitly permitted in 3.4.3.2 a) and d); and,

iii) places of worship.

3.4.3.4 Conversion Policies

a) Lands designated 'Business Park/Industrial' may only be converted for non-employment uses on the basis of a *Municipal Comprehensive Review* and shall demonstrate that:

i) there is a need for the conversion;

ii) the lands are not required over the long-term for the employment purposes for which they are designated and that the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan;

iii) the conversion will not adversely affect the overall viability of the 'Business Park/Industrial' area, and achievement of the *intensification* target, *density targets*, and other policies of this Plan;

iv) there is existing or planned *infrastructure* to accommodate the proposed conversion;

v) *cross-jurisdictional issues* have been considered;

vi) the proposed use is *compatible* with adjacent land uses; and,

vii) there is no past on-site contamination that would negatively impact the proposed use or future users of the site.

3.4.3.5 Development Policies

a) All new development shall be subject to Site Plan Control.

b) Development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement shall be subject to Site Plan Control.

c) Any development or redevelopment of a site, which may or may not include enlargements or replacements, shall be subject to Site Plan Control where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province.

d) Enlargements of existing facilities of a site without an executed Site Plan Agreement (and not requiring an Environmental Compliance Approval or successor from the Province) that would involve an expansion of the floor area by more than 15 percent of the existing

Gross Floor Area, shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law.

e) Permitted uses shall not emit noticeable or noxious noise, dust or air emissions which negatively impact adjacent land uses. The uses shall be entirely contained within a building, except for accessory vehicle parking and limited accessory outdoor storage. These uses may be situated in proximity to commercial and residential uses or other designations provided that suitable buffering measures are undertaken to minimize any *negative impacts*.

f) All new development within the 'Business Park/Industrial' designation shall meet or exceed Provincial standards for noise and emissions to protect adjacent uses.

3.4.4 LIGHT INDUSTRIAL SERVICE DESIGNATION

3.4.4.1 Intent

a) The 'Light Industrial Service' designation is intended to accommodate a broad range of employment opportunities as well as service commercial uses and retail uses of a quasi-industrial nature. In addition, new development within the 'Light Industrial Service' designation shall conform with the ‘Design Policies for Employment Lands’, and all other applicable policies of this Plan.

3.4.4.2 Permitted Uses

a) Permitted uses on lands identified as ‘Light Industrial Service’ on Schedule ‘A’ include:

i) office/research uses of all types;

ii) industrial and manufacturing uses;

iii) warehouse facilities, enclosed storage including self-storage units;

iv) industrial supply and service and contractor sales;

v) micro-industries that support non-noxious uses such as beverage brewing and wine-making;

vi) automotive and recreational vehicle related uses including: service and rental, parts sales, gas bars, car washes, service stations and auto body repair;

vii) service commercial uses;

viii) commercial recreational facilities;

ix) tourist accommodations/conference uses;

x) ancillary retail functions directly related to the industrial, manufacturing and/or office uses; and,

xi) ancillary public uses and public and private utilities.

3.4.4.3 Prohibited Uses

a) Prohibited uses on lands designated ‘Light Industrial Service’ on Schedule ‘A’ include:

i) public and/or private educational facilities;

ii) *sensitive land uses*, excluding those uses explicitly permitted in 3.4.4.2 a); and,

ii) places of worship.

3.4.4.4 Conversion Policies

a) Lands designated 'Light Industrial Service' may only be converted for non-employment uses on the basis of a *Municipal Comprehensive Review* and shall demonstrate that:

i) there is a need for the conversion;

ii) the lands are not required over the long-term for the employment purposes for which they are designated and that the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan;

iii) the conversion will not adversely affect the overall viability of the area designated 'Light Industrial Service', and achievement of the *intensification* target, *density targets*, and other policies of this Plan;

iv) there is existing or planned *infrastructure* to accommodate the proposed conversion;

v) *cross-jurisdictional issues* have been considered;

vi) the proposed use is *compatible* with adjacent land uses; and,

vii) there is no past on-site contamination that would negatively impact the proposed use or future users of the site.

3.4.4.5 Development Policies

a) All new development shall be subject to Site Plan Control.

b) Development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement shall be subject to Site Plan Control.

iii) Any development or redevelopment of a site, which may or may not include enlargements or replacements, shall be subject to Site Plan Control where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province.

d) Enlargements of existing facilities of a site without an executed Site Plan Agreement (and not requiring an Environmental Compliance

Approval or successor from the Province) that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area, shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law.

e) Permitted uses shall not emit noticeable or noxious noise, dust or air emissions which negatively impact adjacent land uses. The uses shall be entirely contained within a building, except for accessory vehicle parking and limited accessory outdoor storage. These uses may be situated in proximity to commercial and residential uses or other designations provided that suitable buffering measures are undertaken to minimize any *negative impacts*.

f) All new development within the 'Light Industrial Service' designation shall meet or exceed Provincial standards for noise and emissions to protect adjacent uses.

3.4.5 MAJOR INSTITUTIONAL DESIGNATION

3.4.5.1 Intent

a) Lands designated 'Major Institutional' facilitate the development of major institutional uses to support the local community and strengthen the role of the City as a regional service provider. These lands include large-scale educational facilities and government offices.

b) It is the intention of the City to ensure that lands designated 'Major Institutional' are developed on the basis of a City-approved Comprehensive Development Plan. In addition, all development within the 'Major Institutional' designation shall conform with the ‘Design Policies for Employment Lands’, and any other applicable policies of this Plan.

3.4.5.2 Permitted Uses

a) Permitted uses on lands identified as 'Major Institutional' on Schedule 'A' include:

i) facilities related to federal, provincial or municipal government service delivery and administration;

ii) places of worship;

iii) educational and associated *recreation* facilities;

iv) adult care facilities, such as nursing homes, long-term care facilities, retirement homes, continuum of care developments and independent living units for seniors, developed in conjunction with the on-site provision of retirement related services, facilities and amenities;

v) housing for students and/or staff of any institutional use;

vi) parks and *recreation* facilities; and,

vii) ancillary public uses and public and private utilities.

b) Retail and service commercial uses that are ancillary or accessory to and specifically serve the primary institutional use, may also be permitted, subject to a review of their suitability by the City and a limitation on their scale in the context of the required Comprehensive Development Plan.

c) Proposed places of worship shall require an amendment to the Zoning-Bylaw. In considering an amendment to the Zoning By-law the application shall be supported by an analysis that demonstrates that the proposed use will not displace employment that will result in a shortfall in the City's *employment areas* to meet the employment target in 2.2 a) of this Plan.

3.4.5.3 Prohibited Uses

a) Prohibited uses on lands designated ‘Major Institutional’ on Schedule ‘A’ include:

i) public and/or private elementary and secondary schools.

3.4.5.4 Conversion Policies

a) Lands designated 'Major Institutional' may only be converted for non-employment uses on the basis of a *Municipal Comprehensive Review* and shall demonstrate that:

i) there is a need for the conversion;

ii) the lands are not required over the long-term for the employment purposes for which they are designated and that the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan;

iii) the conversion will not adversely affect the overall viability of the Major Institutional area, and achievement of the *intensification* target, *density targets*, and other policies of this Plan;

iv) there is existing or planned *infrastructure* to accommodate the proposed conversion;

v) *cross-jurisdictional issues* have been considered;

vi) the proposed use is *compatible* with adjacent land uses; and,

vii) there is no past on-site contamination that would negatively impact the proposed use or future users of the site.

3.4.5.5 Development Policies

a) All new development shall be subject to Site Plan Control.

b) Development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement shall be subject to Site Plan Control.

c) Any development or redevelopment of a site, which may or may not include enlargements or replacements, shall be subject to Site Plan Control where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province.

d) Enlargements of existing facilities of a site without an executed Site Plan Agreement (and not requiring an Environmental Compliance Approval or successor from the Province) that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area, shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law.

e) New development within the 'Major Institutional' designation may be required to proceed through the preparation of a Comprehensive Development Plan. Where required by the City, the Comprehensive Development Plan shall include the following components:

   i) a detailed road, block and land use plan that identifies the conceptual layout of the area;

   ii) a comprehensive streetscape, open space and trails plan that identifies the function, design and treatment of all the road types/trails and the location of all public sidewalks. This component of the Comprehensive Development Plan will also include a detailed layout and description of the proposed parks, trails, parkettes and storm water management facilities, including preliminary design schemes for each;

   iii) urban design and architectural control guidelines;

iv) an Environmental Impact Study; and,

v) any other study considered appropriate by the City to ensure that the requirements for a complete application have been met.

f) In addition to the Comprehensive Development Plan required above, any proposed development of the Huronia Regional Centre shall also be required to conform to the following policies:

i) development of the Huronia Regional Centre shall provide a public parkland dedication in accordance with the provisions of the *Planning Act*, to the satisfaction of the City. The City may accept cash-in-lieu of parkland dedication.

ii) public access to the Lake Simcoe shoreline shall be ensured and appropriately secured;

iii) a Shoreline Protection Plan shall be prepared and implemented, and shall ensure conformity with the Lake Simcoe Protection Plan. The first 30 metres from the shoreline will be protected as public open space and/or Environmental Protection Area; and,

iv) a Cultural Heritage Protection Plan shall be prepared and implemented.

g) Prior to the development of any new building, or the major expansion of any existing building on the Georgian College lands, the City may require an Environmental Impact Study which shall explore development alternatives that minimize the impacts on the existing woodlot on the property.

h) The City may place a holding provision on any or all of the lands pending the completion of the Comprehensive Development Plan.

3.4.6 COMMUNITY COMMERCIAL DESIGNATION

3.4.6.1 Intent

a) Lands designated 'Community Commercial' include the largest concentration of retail floor space in the City, and include an array of retail and service commercial uses focused on several large-format retailers. These lands also provide the greatest opportunity for residential intensification on sites that have been underutilized. All new commercial development within the 'Community Commercial' designation shall conform with the ‘Design Policies for Employment Lands’, while all new residential development within the ‘Community Commercial’ designation shall conform with the ‘Design Policies for Living Area’, and any other applicable policies of this Plan.

3.4.6.2 Permitted Uses

a) Permitted uses on lands identified as ‘Community Commercial’ on Schedule ‘A’ include:

i) retail uses greater than 500 square metres per premises;

ii) convenience stores;

iii) tourist accommodations;

iv) restaurants;

v) financial institutions;

vi) cultural and entertainment uses;

vii) offices;

viii) service commercial uses;

ix) parks and *recreation* facilities;

x) public uses and public and private utilities.

xi) stand-alone multiple-unit buildings, including stacked townhouses, and apartment buildings;

xii) mixed-use buildings with retail/service commercial and/or office uses in combination with residential dwelling units;

xiii) communal housing which may be stand-alone or developed in conjunction with retail/service commercial and/or office uses;

xiv) child care facilities.

b) Special Exception Policy - Lands legally described as follows:

- PIN 58632 0004(LT) (8023 Provincial Highway 12);
- PIN 58633 0452(LT) (3200 - 3210 Monarch Drive);
- PIN 58633 0450 (LT) (3220 - 3250 Monarch Drive);
- PIN 58633 0451 (LT) (3270 - 3300 Monarch Drive);
- PIN 58633 0515 (LT) (8 Mulcahy Court); and
- PIN 586330526 (LT) (10 Mulcahy Court).

Notwithstanding the policies of Section 3.4.6.2 a); the following uses are also permitted on the subject lands designated “Community Commercial” on Schedule ‘A’:

i) retail uses greater than 500 square metres per premises;

ii) home improvement supply outlets greater than 300 square metres per premises;

iii) convenience stores;

iv) tourist accommodations;

v) restaurants, including drive-through restaurants;

vi) financial institutions;

vii) cultural and entertainment uses;

viii) offices;

For purposes of this Plan, offices shall be defined as premises used for the management of a business or organization, or the practice of a profession, including such functions as administration, consultation, finance, treatments, diagnoses, research, and/or clerical functions and may include medical and/or veterinary clinics and ancillary retail and/or service commercial uses as defined in the implementing Zoning By-law, but does not include the manufacturing of any product. This does not preclude the City from specifically prohibiting certain types of office uses in the implementing Zoning By-law.

ix) service commercial uses;

For purposes of this Plan, service commercial uses shall be defined as premises where services are provided for financial gain and/or where repairs or servicing of goods, commodities, articles or materials take place. Service commercial uses may include financial institutions, dry cleaning depot and/or establishments, fitness centres, tailors, beauty and/or personal service shops, laundromats, motor vehicle service stations, equipment and/or motor vehicle rentals, sales, repair and/or service unless specifically prohibited in the applicable Official Plan designation and in the implementing Zoning By-low and subject to compliance with the Wellhead Protection policies of Section 4.5. Service commercial uses may also include ancillary retail uses to be defined in the implementing Zoning By-law.

x) parks and recreation facilities;

xi) public uses and public and private utilities.

3.4.6.3 Development Policies

a) All new development shall be subject to Site Plan Control.

b) Development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement shall be subject to Site Plan Control.

c) Any development or redevelopment of a site, which may or may not include enlargements or replacements, shall be subject to Site Plan Control where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province.

d) Enlargements of existing facilities of a site without an executed Site Plan Agreement (and not requiring an Environmental Compliance Approval or successor from the Province) that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area, shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law.

e) Any proposed expansion to the 'Community Commercial' designation identified on Schedule 'A', or an application to establish a new 'Community Commercial' designation shall require an Amendment to this Plan and shall be required to prepare a Traffic Impact Study and a Retail Impact Study that shall identify the need for the new retail space, and its impact on other retail facilities and land use designations within the City.

The Retail Impact Study shall place particular emphasis on the impact of new retail space on the viability and future success of the 'Downtown Area'. The Retail Impact Study shall propose an appropriate impact mitigation strategy that protects the retail function of the 'Downtown Area', to the satisfaction of the City.

f) Buildings containing residential or communal housing uses shall be between 2 and 8 storeys in height, shall be subject to Site Plan Control, and shall conform to the ‘Design Policies of the Living Area’. Communal housing shall be defined as offering services which may include shared kitchen and dining facilities, sanitary facilities, laundry facilities and amenity facilities, to residents living in shared and/or private suites. Communal housing forms may include Nursing Homes, Long-Term Care Facilities, Retirement

Homes, Group Homes, Boarding Houses, Student Residences, Continuum of Care Developments, Seniors' Accommodations and similar forms of service-oriented, communal housing and may be developed in conjunction with the on-site provision of related services, facilities, and amenities."

3.4.7 ARTERIAL COMMERCIAL DESIGNATION

3.4.7.1 Intent

a) The 'Arterial Commercial' designation is intended for a range of uses catering to the traveling or drive-by consumer as well as retail stores, which are land extensive, require outdoor sales facilities or storage or have a quasi-industrial-retail character and cannot be appropriately accommodated in the other designations. In addition, all new development within the 'Arterial Commercial' designation shall conform with the 'Design Policies for *Employment Lands'*, and all other applicable policies of this Plan.

3.4.7.2 Permitted Uses

a) Permitted uses on lands identified as 'Arterial Commercial' on Schedule 'A' include:

i) retail stores which are land extensive, require outdoor storage or sales or have a quasi-industrial-retail character including, but not limited to garden centres, furniture stores, building supply establishments, home improvement supply stores, and other similar stores selling building supplies;

ii) restaurants, including drive-through restaurants, and banquet halls;

iii) automotive and recreational vehicle related uses including: vehicular sales, service and rental, parts sales, gas bars, car washes and service stations;

iv) industrial supply and service and contractor sales;

v) commercial recreational facilities and tourist accommodations;

vi) enclosed storage including self-storage units;

vii) offices, service commercial, and accessory uses;

viii) warehouse facilities;

ix) micro-industries that support non-noxious uses such as beverage brewing and wine-making;

x) parks and *recreation* facilities; and,

xi) public uses and public and private utilities.

3.4.7.3 Prohibited Uses

a) Prohibited uses on lands designated 'Arterial Commercial' on Schedule 'A' include:

i) department stores;

ii) food stores;

iii) residential uses; and,

iv) stores primarily selling apparel, housewares, electronics, sporting goods or general merchandise and other similar uses.

3.4.7.4 Development Policies

a) All new development shall be subject to Site Plan Control.

b) Development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement shall be subject to Site Plan Control.

c) Any development or redevelopment of a site, which may or may not include enlargements or replacements, shall be subject to Site Plan Control where it has been determined that the use requires an Environmental Compliance Approval or successor from the Province.

d) Enlargements of existing facilities of a site without an executed Site Plan Agreement (and not requiring an Environmental Compliance Approval or successor from the Province) that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area, shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law.

e) Any proposed expansion to the 'Arterial Commercial' designation identified on Schedule 'A', or an application to establish a new 'Arterial Commercial' designation shall require an Amendment to this Plan and shall be required to prepare a Traffic Impact Analysis and a Retail Impact Study. The Retail Impact Study shall be appropriately scoped to include only those retail facilities permitted by this designation and shall identify the need for the new retail space, and its impact on other retail stores and land use designations within the City.

The Retail Impact Study shall place particular emphasis on the impact of new retail space on the viability and future success of the 'Downtown Area'. The Retail Impact Study shall propose an appropriate impact mitigation strategy that protects the retail function of the 'Downtown Area', to the satisfaction of the City.

3.4.8 DESIGN POLICIES FOR EMPLOYMENT LANDS

3.4.8.1 Objectives

The following design policies apply to all new development within the 'Employment Lands'. The City's objectives for design within the 'Employment Lands' are:

a) To enhance the livability and physical appeal of the community through the quality, layout and attractiveness of its public and private spaces and buildings to enhance the well-being, health and prosperity of the citizens.

b) To provide development proponents with an understanding of the design intent of the City. The fundamental basis of these design policies is to create a built environment, which provides:

i) economic development opportunities within a context of visual diversity, interest and beauty;

ii) a well-defined public realm, including an interconnected open space network that encourages walking and cycling;

iii) an appropriate integration of new development with existing development;

iv) a transit supportive, pedestrian/cycling-oriented development pattern which supports compact built form and minimizes surface parking; and,

v) a road system which fosters business success and connects with the broader Provincial Highway network.

c) In order to reduce energy consumption, reasonably compact forms of development shall be maintained in conjunction with efficient pedestrian, bicycle and vehicular transportation networks.

d) Ancillary services and facilities shall be provided close to 'Employment Lands' development to help reduce automobile trips.

e) Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, *alternative energy systems*, and conformity with LEED certification shall be encouraged in all new buildings.

f) New commercial, institutional and industrial buildings shall be encouraged to incorporate a ‘green-roof’ into the design of the building.

3.4.8.2 Design Policies for Roads

a) All roads shall conform with the policies of Section 6.1 of this Plan. In addition, all Highways, Arterial Roads, Collector Roads and Flex Streets, with the exception of Highway 11, shall be designed to accommodate vehicles as well as to support transit, pedestrians and cyclists. Sidewalks and street trees shall be provided on both sides of all Highways, Arterial Roads, Collector Roads and Flex Streets, with the exception of Highway 11.

b) All Local Roads and Private Roads, where they are developed, shall provide a sidewalk on at least one side of the Road, and shall include street tree planting on both sides of the Road.

3.4.8.3 Design Policies for Greening

a) All new development shall provide a public parkland dedication in accordance with the policies of the *Planning Act*, to the satisfaction of the City. The City may accept cash-in-lieu of parkland dedication.

3.4.8.4 General Policies for all Employment Designations

3.4.8.4.1 Equipment and Storage facilities

a) All utility equipment, rooftop mechanical equipment, hydro transformers and waste/recycling storage facilities should be incorporated into the design of a building, where feasible. If this is not feasible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.

b) Outdoor storage areas shall be limited in size and shall be substantially screened from public roads and highways through respectful siting, setbacks as well as soft and hard landscaping.

3.4.8.4.2 Loading and Parking

a) Parking and loading facilities shall be provided on site. These facilities should not be located between the building(s) and adjacent roads. Shared access and parking among various developments is encouraged.

b) Loading and service areas shall, where site conditions can accommodate, not be located at the front or exterior side of the buildings.

c) Loading and service areas shall be screened from view from the road, public open spaces and adjacent residential areas.

d) Parking areas will be expected to be located at the side or rear of the building and set back from the road right-of-way.

e) Parking areas shall be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.

f) Parking areas shall be screened from view from roads, open spaces, and adjacent residential areas with low fencing, planting, berming, trees and/or hedges.

g) Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.

h) Where feasible, installation of infrastructure to support the use of alternative fueled vehicles including charging stations for electric vehicles is encouraged in the design of parking areas.

i) Winter maintenance and salt management shall be considered in the design of surface parking lots. New, additions to existing, or resurfacing/redesign of existing surface parking lots may be required to provide a parking lot design brief and a salt management plan demonstrating general conformity to the Lake

Simcoe Region Conservation Authority's Parking Lot Design Guidelines to Promote Salt Reduction, or its successor.

3.4.8.4.3 Landscaping

a) A high standard of landscaping shall be required and in particular on the lands adjacent to Highways 11 and 12, as well as Arterial and Collector Roads and Flex Streets.

b) The landscape treatment of individual properties has a role in creating the character of the entire '*Employment Lands*' and therefore must be coordinated.

c) Plantings shall visually enhance individual sites, screen parking and loading areas – while enabling views of buildings – and create a consistent landscape treatment along roads.

d) Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.

e) Planting beds, buffer planting, sidewalks or other landscaping elements shall be used to screen parking areas and to break up their visual mass into smaller pods.

f) Pedestrian walkways through large parking areas are required and should be defined through the use of special paving, lighting or landscaping elements.

g) Buffer planting shall consist of a mix of coniferous and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons. Where appropriate, preference shall be given to native species.

h) Trees, shrubs and groundcovers shall be planted in planting beds that serve to define pods of parking and pedestrian circulation in large parking areas.

i) Planting beds shall be established to enable plant material to be massed to create a healthy and sustainable landscape.

j) Where possible, the space between the front wall of the building(s) and the road shall include pedestrian walkways and shall include landscaping to screen parking areas.

k) Sites are to be pedestrian and cyclist-oriented and accessible, and supportive of public transit. Design considerations include the provision of safety features such as appropriate lighting, walkways, traffic calming measures, benches and shade.

3.4.8.4.4 Lighting

a) Lighting is an essential consideration to ensure safe pedestrian and transportation movement. The following guidelines shall apply to the 'Employment Lands'*:*

i) exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance;

ii) only LED lighting or equivalent energy efficient technology will be permitted;

iii) only Dark Skies friendly lighting will be permitted in the *'*Employment Lands'. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements; and,

iv) pedestrian scale lighting shall be provided adjacent to roads, walkways, urban squares, pedestrian routes and within parks and courtyards.

3.4.8.5 Policies Specific to Land Use Designations

3.4.8.5.1 'Business Park/Industrial' and 'Light Industrial Service' Designations

a) Notwithstanding any other policy to the contrary, a limited amount of visitor parking may, subject to approval by the City, be permitted between a building and its front lot line.

b) Building façades along the public roads shall be articulated with colour and material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.

c) The design treatment of flanking façades visible from the road shall be equal to that of the front façade.

d) Windows shall be encouraged on all facades that overlook roads and open spaces; the use of reflective glass is discouraged.

e) Entrances to buildings shall be prominent and visible with the use of such features as entrance canopies, awnings or other architectural elements.

f) Buildings shall be designed to blend in with their surroundings and with other buildings in the area.

g) Where a proposed use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening between the uses.

3.4.8.5.2 'Major Institutional' Designation

a) Public/Institutional uses form an important aspect of community identity. Buildings serving these uses act as important built landmarks in the community. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

b) ‘Major Institutional’ buildings should be sited prominently and, where possible, should terminate views.

c) ‘Major Institutional’ buildings should front on to Arterial or Collector roads, as established through the required Comprehensive Development Plan.

d) 'Major Institutional' buildings should set a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.

e) Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.

f) 'Major Institutional' buildings should be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.

g) 'Major Institutional' buildings should be located close to the road right-of-way to reinforce the road edge, to create a visually dominant feature in the community and to enforce the street wall and adjacent intersection.

h) The front door of all 'Major Institutional' buildings shall be connected with a walkway to the sidewalk on the road.

i) For buildings that front onto a public road, parking should be located at the side or rear of the building.

j) Drop-off areas should be provided for buses and cars at the side of the buildings, but may be located in the front of the buildings subject to building design and site plan considerations.

k) Consideration for a road lay-by should be given for buses and cars.

l) A variety of roof shapes shall be considered to avoid the monotony of flat roofs.

m) The urban design and architectural control guidelines will articulate building height, massing and form, building setbacks, the arrangement of buildings on lots, the location and extent of signage, and the treatment of on-site parking. In addition, the urban design and architectural control guidelines will identify the location and design treatment of landmark architectural features, and

architectural design requirements for all buildings, including landscape elements.

3.4.8.5.3 'Community Commercial' and 'Arterial Commercial' Designations

a) ‘Community Commercial’ and ‘Arterial Commercial’ designations shall have increased site plan standards to address the siting and design elements of these unique sites.

b) Setbacks and siting shall be addressed in detail through the Neighbourhood Plan process and/or the implementing Zoning By-law and through Site Plan Control.

c) The buildings should be of quality development and architectural details and should respond to neighbouring structures in massing, height and materials.

d) The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.

e) Where possible, buildings should be oriented to front, face and feature public roads, especially with buildings located at corners.

f) Building façades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road should be similar to that of the front façade.

g) Generally, all facades that overlook roads and open spaces shall have windows; the use of reflective mirror glass at grade is discouraged.

h) Lands that abut building façades will be treated as pedestrian areas and public spaces:

i) pedestrian areas in front of the buildings should be a minimum of 3 metres wide and well-landscaped with furniture, lighting and plantings;

ii) canopies should be considered to provide weather protection to pedestrians; and,

iii) plantings should be in large continuous planting beds.

i) Building entrances should be prominent and linked to sidewalks through walkways, covered porches or hard-surfaced patios.

j) A variety of roof shapes shall be considered to avoid the monotony of flat roofs.

k) Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

l) Trees, shrubs and groundcovers should be planted at-grade in wide, continuous planting beds that serve to define pods of parking and provide for pedestrian circulation.

m) Buildings shall be designed to blend in with their surroundings and with other buildings in the area.

n) Where a proposed use abuts or is in proximity to an existing residential or open space use, fencing, landscaping, berming, distance and grade separation or a combination of these features shall be utilized to ensure that there is adequate screening between the uses.

o) Parking and loading facilities shall:

i) be located in such a manner as to minimize exposure to all roads, where possible;

ii) have shared access and parking areas where possible; and,

iii) Notwithstanding subsection i) above, on sites with multiple buildings, smaller buildings should be located close to the street with no parking, drive-through lanes or stacking lanes between the buildings and the street. Buildings over 5,000 square metres in Gross Floor Area may be situated within the interior or rear of the site with parking located between the larger and smaller street-related buildings. Alternatively, larger buildings could be located close to the street edge provided they are lined with smaller buildings, multiple entrances or other similar means to animate the streetscape.

NOTE: The City of Orillia is committed to a high calibre of urban design. The design policies are intended to ensure a high standard of design and environmental sustainability, to provide guidance to proponents and decision-makers, and provide a framework for public expectations.

Site specific conditions and design considerations should be reflected in the urban landscape. With respect to all design policies contained in this Plan, where warranted, the City may allow appropriately justified variances from these standards without the requirement for an amendment to this Plan, provided that the spirit and intent of the policies are respected and a high quality of design is maintained.

3.5 THE ENVIRONMENT/OPEN SPACE AREAS

3.5.1 INTENT

a) It is a fundamental principle of this Plan that the City promote an active, healthy lifestyle for its residents. The provision of a highly integrated system of environmentally protected lands, parks, trails and *recreation* facilities that are well distributed, strategically located, well maintained and diverse plays an important role in encouraging community members to have active and healthy lifestyles.

b) The City recognizes the important contribution that natural systems and their related ecological and hydrological functions, in conjunction with the public open space system, make to the

creation of a vibrant, livable city. This Plan identifies on Schedule 'A':

i) Environmental Protection Area; and,

ii) Parkland and Major Open Space.

c) This Plan also includes policies in Section 4.6 to implement the Lake Simcoe Protection Plan within that portion of the City which lies within the Lake Simcoe Watershed, as shown on Schedule 'F'.

3.5.2 OBJECTIVES

a) To provide physical and visual public access to the Lake Simcoe and Lake Couchiching shorelines and recognize the city-wide significance of these waterfronts as open space amenities and for recreational use.

b) To provide an interconnected system of environmentally protected lands, public parkland and open space areas which can adapt to changing public needs and preferences.

c) To achieve a balanced relationship between development and nature by preserving *significant natural heritage features and areas*, functions and ecological systems, conserving natural resources and protecting people and property from natural hazards such as flooding, erosion and unstable soils.

d) To protect, maintain and enhance the ecological integrity of the *natural heritage system*.

e) To promote a comprehensive and linked environmental management system and public open space and trails networks that minimize the loss or fragmentation of *natural heritage features and areas* and the habitats and *ecological functions* they provide.

f) To ensure that proposed changes in land use have no negative impact on the *natural heritage system*, with particular attention to the water quality of Lake Couchiching and Lake Simcoe.

g) To provide opportunities for controlled access and *recreation* activities where there is no negative impact on the *natural heritage system*.

h) To encourage rehabilitation or restoration activities that enhance the functions and attributes of the *natural heritage system*.

i) To pursue and encourage a wide variety of land stewardship options.

j) To explore and develop land securement strategies, and where possible and desirable by the City, secure lands containing *significant* natural heritage features.

k) To co-ordinate the planning and management initiatives for natural heritage and public open space systems with adjacent municipalities and other levels of government, particularly for those features that are ecologically and physically linked.

l) To provide safe linkages for pedestrian and bicycle use, including the provision of safe and accessible non-vehicular linkages across Highway 11.

3.5.3 ENVIRONMENTAL PROTECTION AREA DESIGNATION

3.5.3.1 Intent

a) The 'Environmental Protection Area' designation shall protect *significant natural heritage features and areas* that represent those components of the *natural heritage* system that provide long-term ecological functions and contain *significant natural heritage features.*

b) Policies within this Plan place a high priority on maintaining and enhancing the *ecological function* of *significant natural heritage features and areas* while enhancing and restoring *ecological functions* where possible.

c) It is also the intent of this Plan to promote a comprehensive and linked system of *natural heritage features and areas*, and to minimize the loss or fragmentation of features and their *ecological functions*.

3.5.3.2 Natural Heritage Features and Areas

a) *Natural heritage features and areas* that comprise the 'Environmental Protection Area' designation, as identified on Schedule ‘A’ include the following:

i) Provincially *Significant Wetlands*;

ii) Other *wetlands* that are 0.5 hectares or greater in size;

iii) *significant woodlands;*

iv) *significant valleylands*;

v) *significant wildlife habitat*;

vi) *significant* habitat of *threatened* and/or *endangered species*;

vii) *significant Areas of Natural and Scientific Interest*; and

viii) *fish habitat*.

b) The 'Environmental Protection Area' designation may also include lands that, due to steep slopes or other physical hazards, such as floodplains, are not appropriate for development.

3.5.3.3 Permitted Uses

a) Permitted uses on lands identified as ‘Environmental Protection Area’ on Schedule ‘A’ may in keeping with the other applicable policies of this section, include:

i) conservation uses;

ii) public and private *infrastructure*;

iii) passive *recreation* opportunities which do not require *site alterations*; and,

iv) buildings or structures necessary for flood or erosion control.

b) No development or *site alteration* shall be permitted within provincially *significant wetlands*.

c) No development or *site alteration* shall be permitted in the 'Environmental Protection Area' designation unless it has been demonstrated, through an Environmental Impact Study, in accordance with Section 7.1.9 of this plan that there will be no *negative impacts* on the *natural heritage features and areas* or their *ecological functions*. This policy does not apply to provincially *significant wetlands*.

d) Development or *site alteration* shall not be permitted on lands adjacent to an 'Environmental Protection Area' designation unless it has been demonstrated, through an Environmental Impact Study, that there will be no *negative impacts* on the *significant natural features and areas* or on their *ecological functions*.

Where there are *lands adjacent* to an Environmental Protection Area designation, the nature, extent and size of the environmental buffer or other mitigation measures, will be determined and refined if necessary through an Environmental Impact Study in accordance with Section 7.1.9 of this Plan.

This policy shall only apply to development and *site alteration* that is subject to Section 7.1.8 a).

e) *Adjacent lands* shall generally be considered within:

- 120 metres of provincially *significant wetlands, significant valleylands, significant woodlands, significant wildlife habitat, significant areas of natural and scientific interest* – life sciences, and fish habitat;

- 50 metres of *significant areas of natural and scientific interest* – earth sciences; and

- 30 metres of all other lands designated 'Environmental Protection Area'.

f) The City may consider a reduced *adjacent lands* area from that set out in Section 3.5.3.3 e) where there are intervening existing urban developed lands within the *adjacent lands* area set out in 3.5.3.3 e). The extent of the reduced *adjacent lands* area will depend on the applicant satisfying the City that there will be no potential for *negative impacts* beyond the proposed reduced *adjacent lands* area. This may be accomplished by way of an Environmental Impact Study or a statement included in a Land Use Planning Report submitted in accordance with 7.1.8 a) of this Plan to be determined by the City, in consultation with the applicant, prior to submission of a complete application.

3.5.3.4 Boundaries

a) The boundaries of the 'Environmental Protection Area' designation delineated on Schedule 'A' are approximate and based on the best available mapping. It is the intent of this Official Plan that the precise boundary locations shall be confirmed and, where necessary, refined based on the application of the criteria that define the *significant natural heritage features and areas* through the preparation of an Environmental Impact Study, in accordance with Section 7.1.9 of this plan, or by the periodic refinements by the appropriate public authorities.

b) The boundaries of the features on lands designated 'Environmental Protection Area' will be staked in the field and approved by the City in consultation with the relevant public authorities at the time of the City's consideration of development applications that are subject to Section 7.1.8 a). Provincially *Significant Wetlands* (PSWs) are identified by the Ministry of Natural Resources (MNR).

c) Refinements and adjustments to the boundaries of the 'Environmental Protection Area' designation, as contemplated by Sections 3.5.3.4 a) and b) above, may be facilitated without an Amendment to this Plan. Changes to the boundary to accommodate development or *site alteration* as per Sections 3.5.3.3 c) and 3.5.3.5 g) may also be facilitated without an Amendment to this Plan provided the intent of the 'Environmental Protection Area' designation is maintained. Where the change is considered to be contrary to the intent of the 'Environmental Protection Area' designation the City will require implementation through an Official Plan Amendment process.

d) Where a refinement or adjustment to the 'Environmental Protection Area' designation is facilitated without an Amendment to this Plan, the land use designation abutting that portion of the 'Environmental Protection Area' designation shall apply. A change to any other designation shall require an Amendment to this Plan.

g) Where a *significant valleyland* is identified, field investigations shall be required to identify the appropriate top-of-bank boundary and associated buffers. These investigations shall be undertaken and approved by the City in consultation with the relevant Provincial agencies.

3.5.3.5 General Policies

a) Where an Environmental Impact Study, as outlined in Section 7.1.9 of this Plan, is required, it shall be undertaken by a qualified professional on behalf of the proponent in accordance with Terms of Reference, as outlined in this Plan, and approved by the City, in consultation with any agency having jurisdiction. The City of Orillia shall undertake a peer review of the Environmental Impact Study with costs to be borne by the proponent. This peer review shall be done in accordance with the policies of this Plan.

b) Notwithstanding any other policies of this Plan, avoidance of any identified *significant natural heritage feature or area* is the preferred approach to protecting the feature and its associated functions.

c) Where avoidance of an identified *significant natural heritage feature or area* is not feasible or possible, mitigation approaches/techniques shall be considered and may include edge management plans, buffer plantings, fencing or other appropriate mitigation measures which are to be determined through an Environmental Impact Study, as outlined in this Plan and approved by the City, in consultation with any agency having jurisdiction.

d) Where an Environmental Impact Study proposes mitigation, it must be demonstrated that the mitigation results in no net negative impact to the *significant natural heritage feature or area* and its function. The City at its sole discretion may accept a mitigation approach.

e) Where an Environmental Impact Study has determined that a *significant natural heritage feature or area* requires a buffer, the Environmental Impact Study shall recommend an appropriate buffer. Such buffer shall be considered part of the 'Environmental Protection Area' designation, and the boundary of the designation can be facilitated without an Amendment to this Plan.

f) No removal or placing of fill of any kind whether originating on the site or elsewhere, shall be permitted within any area designated as 'Environmental Protection Area', except as set out in the policies of this Plan.

g) An application for development or *site alteration* within an 'Environmental Protection Area' designation, may be given due consideration only if it is established to the satisfaction of Council and the appropriate agency through an Environmental Impact Study and/or, where required, a Slope Stability Study or Flood Impact Study that:

   i) in the case of flood prone lands or steep slopes the remedial works to be undertaken to overcome the environmental hazards will not transfer those hazards to other areas;

   ii) the proposed methods by which the hazards or environmental impacts are to be overcome are consistent

with accepted engineering techniques, resource management and conservation practices;

iii) the entire cost of the proposed remedial or mitigative works will be borne by the proponent of the development; and,

iv) the ecological and hydrological functions of the feature are protected.

h) Nothing in this Official Plan shall be construed to imply that the lands subject to the 'Environmental Protection Area' designation are free and open to the general public or that such areas will be purchased by the City or any other public agency.

i) Where new development is proposed on a site which includes lands designated 'Environmental Protection Area', such lands shall not be acceptable as part of the parkland dedication pursuant to the provisions of the *Planning Act*.

j) All lands designated 'Environmental Protection Area' may, at the sole discretion of the City, be dedicated to the City under subdivision, condominium, or site plan control procedures. Such lands shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out.

k) The City shall direct development and *site alteration* away from lands designated 'Environmental Protection Area' using innovative techniques, such as:

i) incentives in accordance with Section 28 of the *Planning Act*;

ii) appropriate reductions and/or modifications in public realm elements through revised development standards;

iii) reconfiguration of public uses;

iv) shared facilities; and,

v) sharing the responsibility for protecting the 'Environmental Protection Area' through comprehensive landowner agreements and comprehensive public/private agreements.

l) Existing legal non-conforming uses within the 'Environmental Protection Area' designation are permitted and may be replaced if destroyed by natural causes. Such structures and uses may be also expanded or enlarged subject to the submission of an Environmental Impact Study in accordance with the policies of this Plan.

m) It is the intent of this Official Plan that the boundaries of the 'Environmental Protection Area' shown on Schedule ‘A’ be used as a guide in preparing the implementing Zoning By-law and that appropriate setbacks from the high water mark of any creek, stream or wetland will be established in the implementing Zoning By-law in consultation with the appropriate authorities.

3.5.3.6 Policies for Potential Environmental Linkages

a) Schedule ‘A’ symbolically identifies areas that may be suitable as ‘Potential Environmental Linkages’. The precise location and configuration of any 'Potential Environmental Linkage' shall be determined through the preparation of a Scoped Environmental Impact Study.

b) Applications for development adjacent to a ‘Potential Environmental Linkage’ will be required to undertake a scoped Environmental Impact Study as set out in c). Adjacent in the context of this policy shall mean lands where development may have the potential to affect the ability of the lands identified as a ‘Potential Environmental Linkage’ to support or contain a linkage function. The extent of adjacency shall be determined by the City in consultation with the applicant prior to the applicant undertaking the Scoped Environmental Impact Study.

This policy only applies to development or site alteration that is subject to Section 7.1.8 a).

c) The Scoped Environmental Impact Study required by Policy 3.5.3.6 a) and b) shall address the following matters to the satisfaction of the City of Orillia in consultation with any agency having jurisdiction:

i) The nature and type of natural features along the Potential Environmental Linkage which could serve a linkage function;

ii) Whether it is feasible to maintain, restore or where possible improve ecological linkages which connect with *significant natural heritage features and areas,* surface water features and ground water features, given the function of the linkage and the nature of adjoining lands;

iii) The ecological function of the linkage and the types of flora and fauna that may use the linkage;

iv) The size and extent of linkage necessary to achieve the function; and

v) The ability to realize the necessary size along the extent of the linkage.

d) If the Scoped Environmental Impact Study concludes to the satisfaction of the City of Orillia in consultation with any agency having jurisdiction that the potential linkage will serve no ecological function based on an analysis of the matters set out in 3.5.3.6 c) i), ii) and iii), development within and adjacent to the Potential Environmental Linkage will not need to be protected for an Environmental Linkage and the land use designation abutting that portion of the 'Potential Environmental Linkage' designation shall apply.

e) Areas that provide the best opportunities for restoration and enhancement may include degraded sites that have potential to act as future linkages between 'Environmental Protection Area' lands.

3.5.3.7 Policies for Groundwater Recharge Areas

a) The objective of identifying significant groundwater recharge areas in this Plan is to:

i) Protect or enhance the quality and quantity of groundwater and surface water.
ii) Ensure that development within the City contributes to the protection, maintenance and enhancement of water and related resources and aquatic ecosystems.
iii) Ensure that development promotes water conservation and supports the efficient use of water resources.
iv) Protect municipal drinking water.

b) A significant groundwater recharge area is an area identified,

i) as a significant groundwater recharge area by any public body for the purposes of implementing the PPS;

ii) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006 for the Lake Simcoe and Couchiching/Black River Source Water Protection Area; or

iii) by the Lake Simcoe Region Conservation Authority in partnership with the applicable Provincial authorities as an ecologically significant groundwater recharge area in accordance with the guidelines developed by these agencies.

The significant groundwater recharge areas are shown on Schedule 'F'.

c) The City shall protect the quality and quantity of groundwater in the areas shown on Schedule 'F' and the function of the recharge areas.

d) Urban settlement area expansions should avoid significant groundwater recharge areas.

e) An application for Major Development within the significant groundwater recharge areas shown on Schedule 'F' shall assess the impacts of the proposal on recharge which address maintaining existing water balance to the greatest extent through best management practices (such as low impact development, minimizing impervious surfaces and lot level infiltration) with the

objective of having no net reduction in recharge from the development.

f) An application for Major Development within a significant groundwater recharge area and/or ecologically significant groundwater recharge area, in order to be considered a Complete Application as set out in Policy 7.1.8 of this Plan, shall be accompanied by a Hydrogeological Study that demonstrates that the quality and quantity of groundwater in these areas and the function of the recharge areas will be protected, improved or restored. The Hydrogeological Study must also demonstrate that there will be no negative impacts on the associated aquatic features that depend on the significant groundwater recharge area, including wetlands, watercourses, seeps and springs and fish habitat. At a minimum, the Hydrogeological Study must be prepared by a qualified professional and must include the following:

   i) Define the recharge/discharge conditions and area of influence;

   ii) Identify the groundwater/surface water interactions;

   iii) Characterize the sensitivity to contamination;

   iv) Provide a pre-to-post water balance analysis; and

   v) Evaluate and recommend appropriate mitigation requirements.

For purposes of these policies regarding significant groundwater recharge areas, the term “Major Development” means development consisting of the creation of four or more lots or applications for Site Plan Control that propose to construct or redevelop a building or buildings with a ground floor area of 500m^2 or more and/or applications that propose impervious areas equal to 500m^2 or more, including but not limited to parking facilities.

3.5.3.8 Policies for Endangered Species

a) The location of *Endangered Species* and their associated habitats have not been identified on the Schedules of this Plan. However, *Endangered Species* and their associated habitats may be located anywhere in the City.

b) Development and *site alteration* shall not be permitted in habitat of *Endangered Species* except in accordance with provincial and federal requirements. For purposes of this policy, the term "development" is defined in the Provincial Policy Statement, as amended, or its successor.

c) A Species At Risk Study may be required to be submitted as part of a Complete Application as set out in Policy 7.1.8 of this Plan. A Species At Risk Study is a site-specific study and is more limited in scope than an Environmental Impact Study and will be prepared in accordance with Policies 7.1.9 d) and e) only with respect to the study of *Endangered Species* and their associated habitats.

3.5.4 PARKLAND AND MAJOR OPEN SPACE DESIGNATION

3.5.4.1 Intent

a) The City of Orillia includes a complex system of existing public open spaces and trails which include the public road network. In the future it is anticipated that this system will be continuously expanded and improved.

b) Parkland may be located within any land use designation. It is the intent of the City that existing and new Community and Neighbourhood Parks shall be designated 'Parkland and Major Open Space'. These areas will be maintained as open space with facilities that meet the *recreation* needs of residents, tourists and visitors.

c) It is the City's intention to plan and develop a system of pedestrian and bicycle routes and *recreation* trails that will link residential areas, parks and other recreational facilities, the waterfront and the 'Downtown Area'.

3.5.4.2 Permitted Uses

a) Permitted uses on lands identified as 'Parkland and Major Open Space' on Schedule 'A' include:

i) passive and active *recreation* uses;

ii) conservation uses;

iii) cemeteries;

iv) commercial and/or office uses accessory to uses i) to iii) above; and,

v) public uses and public and private *infrastructure*.

3.5.4.3 Policies

a) The City shall retain, where appropriate, City-owned lands in public ownership and use these lands for public purposes. It is expected that privately owned lands will also continue to contribute to the visual open space of the City.

b) The City shall endeavour to ensure that privacy and security impacts of major open spaces and linkages/trails can be mitigated.

c) The City shall continue to acquire parkland through the parkland dedication policies of the *Planning Act*, and by other means at their disposal, including purchase. The City may accept cash-in-lieu of parkland, and may use the funds generated to augment the supply of parkland across the City.

3.5.4.4 Parkland and Major Open Space Components

a) Lands designated 'Parkland and Major Open Space' are identified on Schedule ‘A’, and include City parks, other publicly owned lands and privately owned lands.

b) Parkland identified with a Community Park (CP) symbol on Schedule ‘E’ will generally have an area specific to the environmental, heritage or *recreation* demand served by the facility. Community Parks are intended to serve the entire community and visitors to the City. Facilities in a Community Park may include major playgrounds, major athletic fields, multiple tennis and multi-purpose courts, skateboard parks, indoor and outdoor ice facilities,

seating areas, walkways, community centres and indoor and/or outdoor swimming facilities, leash-free dog zones, water play facilities, beaches, picnic areas, trails and walkways, boat launching and mooring facilities, boardwalks, observation areas, interpretive/educational centres, pavilions, museums, horticultural facilities, amphitheatres and visitor service centres.

c) Community Parks will have a high level of landscaping, including major entrance features and structured development that is limited to that necessary to serve the particular on-site facilities. This may include parking, washrooms, concessions, picnic areas and equipment storage buildings. With the exception of maintenance and upgrades, development of a Community Park shall require preparation of a detailed Site Master Plan including storm water management, lot grading, landscaping and lighting. This may include a public preconsultation process in order to ensure that compatibility with surrounding land uses is considered.

d) Neighbourhood Parks are identified on Schedule 'E' with a Neighbourhood Park (NP) symbol. They are intended to serve the *recreation* and open space needs of the immediate surrounding residential area. Facilities in a Neighbourhood Park may also include playgrounds, athletic fields, tennis and multi-purpose courts, outdoor skating rinks, seating areas, trails and walkways, water play features, interpretive areas and leash-free dog zones. This may include parking, washrooms, concessions, picnic areas and equipment storage buildings. In all cases, Neighbourhood Parks will have a high level of landscaping and buildings shall be limited to those necessary to serve the particular on-site facilities. With the exception of maintenance and upgrades, development of a Neighbourhood Park shall require preparation of a detailed Site Master Plan including storm water management, lot grading, landscaping and lighting.

e) Urban Squares/Parkettes represent the smallest parks and are intended to provide neighbourhood green space, visual amenity and minor open space areas and/or linkages within the City. They are not identified on Schedule 'E'. Urban Squares/Parkettes are

expected to be designed and developed to recognize their unique function and their surrounding context.

f) New Urban Squares/Parkettes may be held in public or private ownership. If private, and considered part of the parkland dedication requirement, then an easement for public access is required. All Urban Squares/Parkettes shall be designed and maintained by the owner, to the satisfaction of the City.

g) Any changes to the size and configuration of the lands identified as 'Parkland and Major Open Space' on Schedule 'A' shall require an Official Plan Amendment. Changes to Schedule 'E' shall not require an amendment to this Plan, as long as the intent of this Plan, with respect to the objectives of the parks system, is maintained.

h) The actual locations, sizes, functions and configurations of all components of the parks system that as yet, do not exist, will be confirmed and finalized through subsequent development approvals.

i) All components of the parks system shall be accepted by the City as contributing to the parkland dedication requirements of the *Planning Act*. No component of the parks system shall be accepted as parkland dedication if it incorporates components of an 'Environmental Protection Area' or public utility that encumbers its use for landscaping or building in any way.

j) Where parkland is dedicated as a result of *Planning Act* approvals, the boundaries of the parkland will be defined by fencing installed to the City's satisfaction at the developer's expense.

k) Any new development adjacent to the water's edge shall incorporate a water's edge public open space and/or trail component that includes all of the water's edge lands, which shall be dedicated to the City.

l) Community Parks (CP) and Neighbourhood Parks (NP) should be

located adjacent to school sites. Where these parks are located within walking distance of school sites, shared parking is encouraged.

3.5.4.5 Design Policies for Parkland and Major Open Space

a) Parks and major open space are key functional and aesthetic components of a neighbourhood and should be designed to provide a fair distribution of amenity spaces for a range of users, in a linked network.

3.5.4.5.1 Major Open Space, Community Park and Neighbourhood Parks

a) All components of the lands designated 'Parkland and Major Open Space' and/or identified as a Community Park shall be developed and improved over time on the basis of a Park Master Plan. The Park Master Plan prepared for each major component of the Open Space System shall identify the park's role and conceptual design components, including a priority list for improvements over time.

b) A Parks Master Plan prepared for the Leacock Museum Lands or Tudhope Park shall include the preparation of an Environmental Impact Study to assess opportunities to minimize the impacts on the existing woodland portions of these parks.

3.5.4.5.2 Neighbourhood Parks

a) Each Neighbourhood Park is located to perform a particular function within its context. Generally, they are greater than 0.4 of a hectare in size, and are located to be a neighbourhood focal point, centrally located and/or are integrated, where possible, with an adjacent *natural heritage feature or area*.

b) Neighbourhood Parks will provide opportunities for active and passive *recreation* for residents within a 400-metre radius (a 5-minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, lighting, distinctive tree, shrub and ground cover planting.

c) Neighbourhood Parks should have road frontage for visibility to the park. At a minimum, parks should front on at least two public roads.

d) Pedestrian access to parks should be clearly defined with landscape or architectural elements to ensure an appealing park presence.

e) Park design shall buffer adjoining residents.

f) Where fencing is required, consideration shall be given to fencing that is complementary to the park design and the surrounding neighbourhood.

g) Street trees should be planted along the edge of parks, while not screening the view into parks.

h) Seating and shade areas should be designed in concert with trails and walkways and play areas.

3.5.4.5.3 Urban Squares / Parkettes

a) An Urban Square/Parkette is a small component of the City's open space system, that is typically soft surfaced and green. Urban Square/Parkettes are not identified on Schedule 'E'.

b) Urban Squares/Parkettes shall be dispersed throughout the community. They are expected to provide key connecting links, provide for chance meetings and enhance the overall open space system.

c) Urban Squares/Parkettes shall be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.

d) The design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.

e) Pathways within Urban Squares/Parkettes should connect to

pedestrian sidewalks and trails.

f) View corridors terminating at Urban Squares/Parkettes should be highlighted through landscape treatment and/or built form elements.

g) Plant material and development materials should contribute to the distinctive character of Parkettes and also, where applicable, to Urban Squares.

h) Community mailboxes and information boards should be considered in Urban Squares/Parkettes.

4.0 OVERLAY DESIGNATIONS

4.1 INTENT

a) Schedules 'C' and 'F' of this Plan identify a number of "Overlay" designations. These are not land use designations in and of themselves but serve to identify specific issues or restrictions related to development of land as shown on Schedule 'A' - Land Use.

4.2 AREA SPECIFIC POLICIES OVERLAY

a) Due to their location relative to existing and future *infrastructure*, some areas of the City are subject to specific constraints. The following policies apply to all lands referenced in policies 4.2.1 to 4.2.10 and identified on Schedule 'C'.

b) Notwithstanding the provisions of Section 6.3 of this Plan, where full municipal water and sewer services are not yet available, development should not occur until services are available. However, development of existing lots of record or infilling on lands identified as 'Area Specific Policy' on Schedule 'C' and described herein may be permitted, where the extension of the service is not feasible, practical or likely to be available in the foreseeable future, and where no present or immediately foreseeable water or sanitary problem would be further compounded, subject to policy 4.7 and the following:

i) the uses are restricted to low effluent producing uses which do not generate large quantities of liquid effluent or create discharge which would be an environmental hazard or present a threat to ground or surface water;

ii) the use does not preclude the eventual connection to full services when they become available and does not preclude future urban *intensification*;

iii) as a condition of development approval, an agreement is entered into with the City to require connection to full municipal services when they become available;

iv) a private waste disposal system (if required) can be accommodated on the lot to the satisfaction of the authority having jurisdiction and the proposed private waste disposal system shall not be located within any 'Wellhead Protection Area' and/or 'Intake Protection Zone' as identified on Schedule 'F' of this Plan that has a Vulnerability Score of 10;

v) new private individual sewage systems located within any 'Wellhead Protection Area', 'Intake Protection Zone', and/or 'Significant Groundwater Recharge Area' delineated on Schedule 'F' and identified as a Significant Drinking Water Threat by the City's Risk Management Official may be permitted only where the lot size for the proposed development is based on the most current version of the Ministry of Environment, Conservation, and Parks (MECP) or successor guidelines for individual on-site servicing. Lots of record that existed on the effective date of the South Georgian Bay Lake Simcoe Source Protection Plan are exempted.

vi) private individual sewage systems should be located within the yard adjacent to the road or in the side yard, where possible, in order to facilitate future connection to municipal sewers; and,

vii) subject to such conditions as the City of Orillia deems necessary respecting servicing.

4.2.1 VICTORIA POINT

a) The predominant use of land in this area shall be for single-detached dwellings but may also include other uses considered necessary to serve the area such as parks and public *infrastructure* uses.

4.2.2 HARVIE SETTLEMENT ROAD

a) Not more than four (4) residential units total shall be permitted on the lands and all dwelling units on the lands shall connect to municipal water and sewer services, when such services become available.

4.2.3 GRAPE ISLAND

a) Access to the island is by water only and individual lots rely on private services.

4.2.4 65 AND 77 COMMERCE ROAD

a) The policies of this section apply to approximately 0.6 hectares of land with a frontage of 55.0 metres, which is located on the south side of Commerce Road.

4.2.5 220 MURPHY ROAD

a) The policies of this section apply to 0.4 hectares of land located on the north side of Murphy Road. The creation of one additional detached dwelling residential lot is permitted by Consent.

4.2.6 1382 WILSON POINT ROAD

a) The policies of Section 4.2 b) apply to 0.88 hectares of land located on the north side of Wilson Point Road. Development of the property shall be permitted on private services.

4.2.7 WEST ORILLIA LANDS

a) West Ridge Trailside Neighbourhood Plan

The West Ridge Trailside Neighbourhood Plan (the “Trailside Neighbourhood Plan” or the “TNP”) comprises of approximately 105 ha of land located in West Orillia. The subject lands are situated north of the Lakehead University campus, south of Bass Lake Side Road East, west of the existing Stone Ridge Subdivision and east of Line 15 North. The Trailside Neighborhood Plan has been

included as Appendix A to this Section. Within the Trailside Neighbourhood Plan is the Trailside Draft Approved Plan of Subdivision (43T-21001).

Residential land uses proposed in the Trailside Neighbourhood Plan may need to consider alternative forms of development in order to comply with future Municipal or Provincial density requirements. Those alternative forms may be considered in accordance with permitted land uses under the Neighbourhood Greenfield designation and shall be permitted without further Amendments to the Official Plan. Compliance with the City's Zoning By-law shall be required.

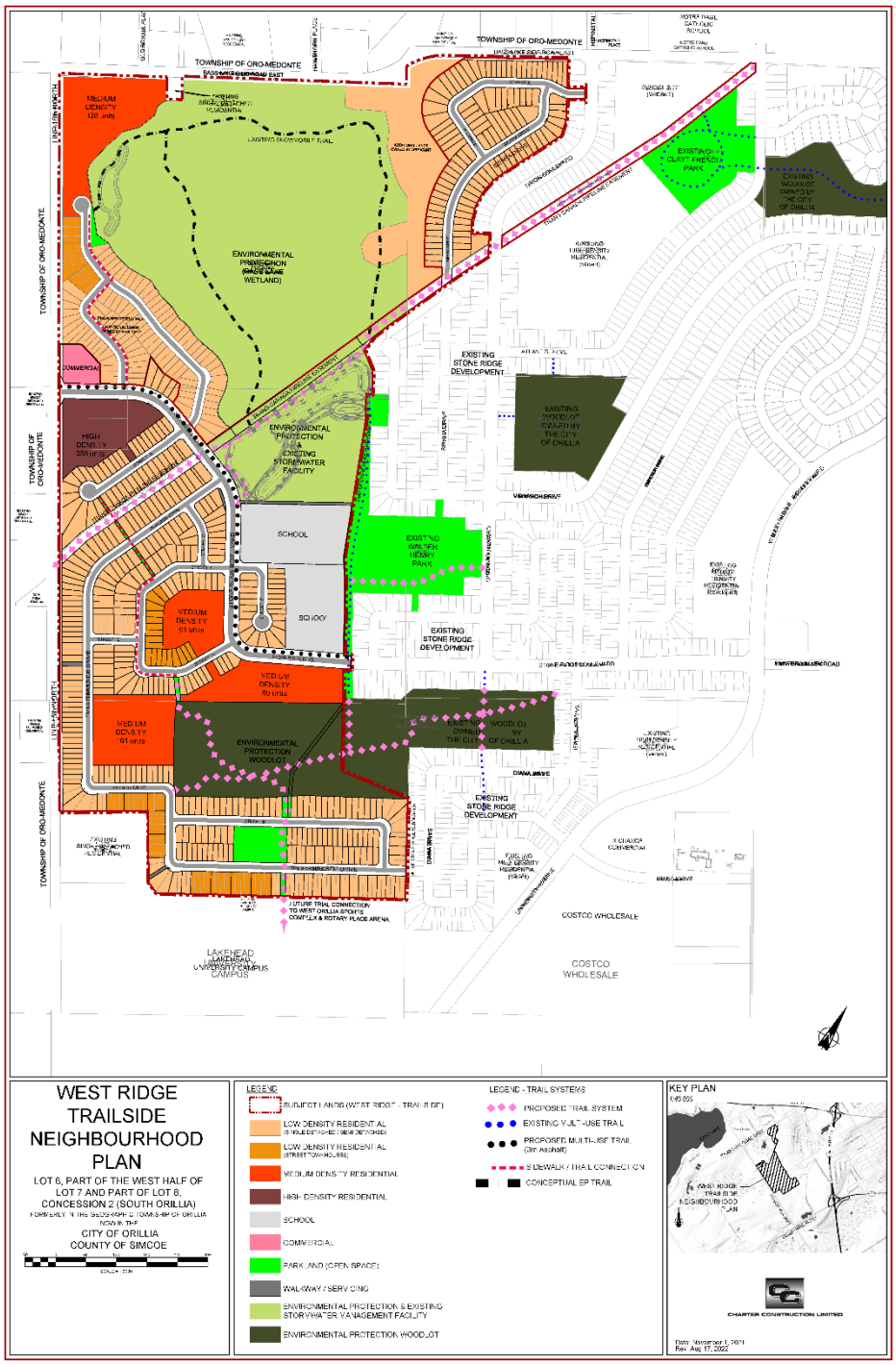
All applicable policies of the City of Orillia Official Plan apply to the Trailside Neighbourhood Plan and to the Trailside Draft Approved Plan of Subdivision "DPS" (43T-21001) save and except for the following policies which are specific to the TNP and to the DPS:

i) Neighbourhood Greenfield - Intensification Block 485

- Notwithstanding Neighbourhood Greenfield – Development Policies section 3.3.5.3 (g) – An Apartment Building use located on Block 485 of the Trailside DPS (43T-21001) and designated 'Neighbourhood Greenfield' shall not exceed a height of Sixteen (16) storeys.

- And where such an Apartment Building use on Block 485 is abutting an adjacent property line within the Neighborhood Greenfield designation, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms, which would result in the stepping back of the upper floors of the building in accordance with detailed provisions of the Zoning By-law. Property lines abutting a public road allowance are not subject to the angular plane provisions; and,

- The development of an Apartment Building uses must be in conformity with section 3.3.7.4.4 Design Policies for the Living Area



Appendix A – Trailside Neighbourhood Plan

ii) Neighbourhood Greenfield – All Residential Uses

- Notwithstanding section 6.1.4.2 b) v), buildings and lots abutting Stoneridge Boulevard (Arterial Road) shall present a façade with architectural detailing and landscape features that address the road frontage.

- Reverse frontage developments shall be permitted adjacent to all adjacent Arterial Roads.

iii) Neighbourhood Greenfield – Commercial - Local Convenience / Service Retail – Block 488:

- Notwithstanding Section 3.3.3.16 (b) and section 3.3.5.2 a) ix) "Permitted Uses Local Convenience/Service Retail" on the property described as Block 488 of the Trailside Draft Plan of Subdivision (43T-21001) a "Local Convenience/Service Retail" use may develop with multiple commercial units, provided the combined maximum gross floor area of the structure shall be generally limited to 750 m^2 for a consolidated local commercial use. The maximum gross floor area per individual commercial use (unit) shall generally be limited to 500 m^2.

Additional permitted uses for this Block are as follows:

- A variety of local service commercial uses, including but not limited to:
- Retail,
- Restaurants /Restaurant drive-thru,
- Business, Professional or Administrative Offices,
- Medical Clinics, and
- Day Care Facilities.

iv) Elementary and Secondary Schools:

- If the School Board(s) deem the school site(s) to be surplus and the school block(s) are no longer required, the site(s) shall be permitted to develop in accordance with permitted land uses under the Neighbourhood Greenfield designation without further Amendments to the Official Plan.

v) Urban Design and Architectural Control Guidelines:

- As per Section 3.3.5.3 iii), Urban Design and Architectural Control Guidelines: The Urban Design and Architectural control guidelines will be implemented through the 'Design Policies for Living Area', and any other applicable policies of this Plan.

vi) Parkland Dedication:

- That further to Section 7.1.14 Parkland Dedication, the Trailside Neighborhood Plan (representing 105 hectares of land) shall recognize the existing over-dedication of parkland contribution in the amount of 2.45 hectares from the adjacent Stoneridge Subdivision together with the parkland contributions from the Trailside Draft Plan of Subdivision (43T-21001) of 3.79 hectares These dedications result in a total parkland contribution of 6.24ha for the entirety of the Trailside Neighborhood Plan as per the requirements of the *Planning Act*

- Notwithstanding Section 3.5.4.4.i) all components of the parks system shall be accepted by the City including lands incumbered by the TransCanada Pipeline and be considered as contributions to the parkland dedication requirements of the *Planning Act*. No component of the parks system shall be accepted as parkland dedication if it incorporates components of an 'Environmental Protection Area'.

vii) Environmental Protection Area:

- That development and site alteration, including the location of existing and future stormwater management facilities, may be permitted in the "Environmental Protection Area" designation, in accordance with Section 3.5.3.3 "Permitted Uses". Newly proposed infrastructure must be in compliance with Section 3.5.3.3 c) and d), in conjunction with the findings and recommendations provided in the Environmental Impact Study ("EIS") approved for the TNP (43T-21001).

b) Stone Ridge Subdivision

The Stone Ridge Subdivision (43T-03602) is a Draft Approved Plan of Subdivision. Continued development and *site alteration,* consistent with the existing Draft Approved Plan of Subdivision, associated with the registration and construction of the Draft Approved Plan may proceed, notwithstanding any other policies of this Plan. Development and site alteration of an adjacent City reviewed and MOE approved stormwater management facility situated just south of the Trans Canada Pipeline, west of Park Block 905 on the Draft Plan and located in the adjoining Environmental Protection Area lands just west of the Draft Approved Plan may proceed in accordance with Ministry of Environment Certificate of Approval (No. 6909-7JSKQY).

The Environmental Impact Study requirements associated with redline revisions to the Draft Approved Plan will be evaluated in accordance with the Scoped Environmental Impact Study policies contained in Section 7.1.9 f) of this Plan.

4.2.8 INCH FARM LANDS

a) The Inch Farm Subdivision (43T-90023) is a Draft Approved Plan of Subdivision. Continued development and *site alteration,* consistent with the existing Draft Approved Plan, associated with the registration and construction of the Draft Approved Plan may proceed, notwithstanding any other policies of this Plan. The Environmental Impact Study requirements associated with potential redline revisions to the zoned Draft Approved Plan will be evaluated in accordance with the Scoped Environmental Impact Study policies contained in Section 7.1.9 f) of this Plan.

b) The Inch Farm Employment Lands, excluding the area designated Environmental Protection (described as Parts 1, 2, 3, 5, 6 and 7 on Plan 51R-24610) shall be subject to the following development criteria, notwithstanding any other policy in this Plan to contrary, as follows:

i) Parking areas may:

- Be located between the buildings and adjacent roads;
- Be located in a front or exterior side yard; and
- Be located adjacent to roads subject to screening or a landscaped buffer in accordance within the provisions of the implementing Zoning By-law, as amended.

ii) Loading/service areas may:

- Be located at the front or exterior side of the building(s);
- Be located adjacent to roads without the requirement for screening or a landscaped buffer;

iii) Automotive parts shop shall be permitted and all other automotive related uses shall be a permitted use provided that it is ancillary to a Permitted use as listed in Policy 3.4.3.2 a).

iv) Outdoor storage areas shall be permitted in accordance with the provisions of the implementing Zoning By-law, as amended.

4.2.9 PART OF 560 HARVIE SETTLEMENT ROAD AND PART OF 3100 OLD BARRIE ROAD

a) Notwithstanding Policy 3.4.8.4 – General Policies for all Employment Designations, Policy 3.4.8.5 – Policies Specific to Land Use Designations and any other applicable Policies, the following development criterial shall apply to lands known as part of 560 Harvie Settlement Road (Parts 1, 2 and 3, Plan 51R-40515) and Part of 3100 Old Barrie Road (Part of Part 9, Plan 51R-36341) as follows:

i) Parking areas may:

- be located between the building(s) and adjacent roads;

- be located in a front or exterior side yard; and

- be located adjacent to roads subject to screening or a landscaped buffer in accordance with the provisions of the implementing Zoning By-law, as amended.

ii) Loading/service areas may:

- be located at the front or exterior side of the building(s);

- be located adjacent to roads without the requirement for screening or a landscaped buffer;

- Automotive service shall be a permitted use, provided that it is ancillary to a Permitted use as listed in Policy 3.4.3.2 a);

- Outdoor storage areas shall be permitted in accordance with the provisions of the implementing Zoning By-law, as amended; and

- Policies 4.2. a) and b) shall not apply to the lands that are subject to Area Specific Policy 4.2.8.

4.2.10 WATERFRONT REDEVELOPMENT AREA

The Waterfront Redevelopment Area is generally bound by realigned Centennial Drive to the east, Front Street North to the west, Mississaga Street East to the south and Tecumseth Street to the north as delineated on Schedule 'C' - Overlay.

Notwithstanding any policies to the contrary contained within this Official Plan, the following policies apply to the Waterfront Redevelopment Area:

4.2.10.1 Intent

a) The Waterfront Redevelopment Area is intended to transform the 'Downtown Area' of Orillia by linking the 'Historic Main Street' to the Lake Couchiching Waterfront, creating the Coldwater Street Viewscape, providing opportunities for residential growth in the 'Downtown Area', and animating the streetscape with clusters of retail and other commercial activities.

It is also the intention that new development in the Waterfront Redevelopment Area be appropriately designed, and will be

compatible with existing residential development on adjacent properties.

4.2.10.2 Permitted Land Uses

a) Permitted uses in the Waterfront Redevelopment Area include:

i) Mixed-use buildings with retail/service commercial and/or office uses in combination with residential dwelling units. For buildings with frontage on Mississaga Street East, dwelling units are required to be located above the first storey or may be located at the rear of the first storey provided the dwelling units do not face Mississaga Street East;

ii) Multiple-unit buildings, all forms of townhouses (including, but not limited to, link, stacked and back-to-back) and apartments buildings;

iii) Live-Work Units;

iv) Additional Dwelling Units;

v) Commercial uses including retail stores, offices, restaurants, personal services, service commercial and tourist accommodations;

vi) Office, research and data processing facilities;

vii) Home Occupations;

viii) Communal Housing;

ix) Child Care Facilities;

x) Institutional uses;

xi) Cultural, recreational and entertainment uses;

xii) Conference centres;

xiii) Parking facilities at-grade and/or in structure;

xiv) Parks, civic open space, and community gardens;

xv) Public Uses and public and private utilities;

b) High activity uses that animate the streetscape, like retail and restaurants, are encouraged at-grade, with uses such as offices and residential on second floors and above.

4.2.10.3 Prohibited Land Uses

a) The following land uses are prohibited on the Waterfront Redevelopment Area:

i) Drive-through facilities of any kind;

ii) New single-detached, semi-detached and duplex dwelling units; and,

iii) Automotive-oriented uses of any kind (sales, service, gas stations).

4.2.10.4 Development Policies

4.2.10.4.1 General

a) Within the Waterfront Redevelopment Area, building heights are identified on Schedule 'B'. The minimum building height shall be two (2) storeys or equivalent. The maximum building heights, in storeys, are delineated on Schedule "B" generally in accordance with the Orillia Port Area Public Realm Plan.

b) In addition to the height policies within the Waterfront Redevelopment Area, lands adjacent to the Lake Couchiching Waterfront have been identified with a Height Overlay on Schedule 'B' - Downtown Area. The intent of this Height Overlay is to ensure that all buildings proposed to be located, in whole or in part, adjacent to Lake Couchiching, shall be stepped back above the third storey along the exterior building faces that provide views to the Lake, and shall be subject to further angular plane requirements as set out in the policies of this Plan.

c) All new buildings on sites that are within the Height Overlay on Schedule 'B', and that have an overview of public parkland, Centennial Drive, or the civic square at the northwest corner of the intersection of Mississaga Street West and Centennial Drive and have views to Lake Couchiching will present a front facade to the Lake and will display architectural design excellence. These buildings will also be stepped back from the Lake-side property line through the implementation of the angular plane provisions as follows:

   i) the City will identify, through the development review process, sites that are within the Height Overlay identified on Schedule 'B' and have a property line that faces Lake Couchiching, where an angular plane shall be implemented to establish an appropriate built form facing the Lake; and

   ii) where the City has identified such a site, they shall establish an angular plane from the appropriate Lake-fronting property line in the implementing Zoning By-law. The angular plane of between 45 to 60 degrees shall be established at a point 7.5 metres directly above the Lake-fronting property line.

d) Buildings shall be designed in a manner which contributes to an active street environment and, where possible, provide an active use at-grade in order to promote pedestrian activity and provide public interaction opportunities. Any outdoor activity spaces shall be well buffered from adjacent residential development and new residential development adjacent to any outdoor commercial space is required to be well buffered from the abutting commercial activity to provide residents with privacy and to mitigate the impact of noise;

e) Development within the Waterfront Redevelopment Area shall ensure that enhanced connections to the City's waterfront parks and trails are included in all development proposals. New development shall consider improved and interactive pedestrian features adjacent to roads that lead to the waterfront and enhanced landscaping along routes to the water's edge.

f) All development within the Waterfront Redevelopment Area shall be *compatible* with residential development on adjacent properties

and shall be carried out in conformity with the 'Design Policies for the Waterfront Redevelopment Area', and the other applicable policies of this Plan.

4.2.10.4.2 Multiple-Unit Buildings and Townhouses

a) Multiple-unit buildings may include triplexes, fourplexes and other similar buildings that include multiple dwelling units.

b) All multiple-unit building or townhouse developments within the Waterfront Redevelopment Area shall be *compatible* with residential development on adjacent properties.

c) All multiple-unit building or townhouse developments within the Waterfront Redevelopment Area shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

4.2.10.4.3 Apartment Buildings and Communal Housing

a) All apartment building and communal housing developments within the Waterfront Redevelopment Area shall be *compatible* with the residential development on adjacent properties.

b) All apartment building and communal housing developments within the Waterfront Redevelopment Area shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

4.2.10.4.4 Live-Work Units

a) Live-work units include the potential to integrate small-scale commercial, office or retail uses at-grade, in combination with a residential unit.

b) Live-work units may be located anywhere within the Waterfront Redevelopment Area. Live-work units shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.

c) Live-work units shall provide parking and, where feasible, provide amenity areas and buffering with planting and/or fencing from adjacent residential dwellings.

d) Adequate parking and drop-off/pick-up facilities shall be provided.

e) Parking should not be located in the front yard of any building.

4.2.10.5 Design Policies for the Waterfront Redevelopment Area

The following design policies shall apply within the Waterfront Redevelopment Area.

4.2.10.5.1 Intent

a) The fundamental intent of these design policies is to create a built environment which provides:

i) visual diversity, interest and beauty;

ii) a well-defined public realm, including an interconnected open space network;

iii) sensitive integration of new development with existing development through the promotion of *compatible* development adjacent to existing residential development;

iv) a full range of commercial and community services in proximity to housing to promote walking and to help reduce automobile trips;

v) a pedestrian-oriented, transit supportive and cyclist-oriented development pattern where priority is given to the pedestrian, cyclist and motorist, in said order;

vi) attractive and distinctive development with strong visual and physical connections to the waterfront; and

vii) a road network which recognizes and preserves the historic character of the 'Downtown Area' and adjacent neighbourhoods.

b) All development shall be *compatible* with the 'Downtown Area' architectural styles, building materials and scale. Development which results in extensive loss of sunlight to adjacent properties shall be discouraged.

c) Large, blank façades along the face of a road and/or facing Lake Couchiching shall be avoided. Enhanced building elevations with special architectural massing or detail on special priority lots which are located in prominent public view shall be provided. Priority lots include corner lots, terminating vista lots, lots adjacent to the civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive, and lots that have views of the Lake Couchiching shoreline.

d) Ground floors of all buildings shall be designed with windows and doors opening onto roads and/or the civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive to provide "eyes on the street".

e) For the purpose of enhancing the pedestrian scale of buildings and providing safe, well-shaded resting places for pedestrians, architectural features such as awnings, canopies, and building cantilevers/overhangs should be incorporated into the design of the building.

f) Primary access to buildings shall, where feasible, be oriented to the road and provide direct access for pedestrians, particularly along Coldwater Street, Mississaga Street East, Centennial Drive, and Front Street North.

4.2.10.5.2 Design Policies for Roads

a) Reconstruction and construction of new municipal roads within the Waterfront Redevelopment Area shall adhere to the Design Policies for Roads in the 'Downtown Area' as set out in Section 3.2.8.3 of this Plan.

b) In addition to Policy 4.2.9.5.2 a) and the designation on Schedule 'D' of Centennial Drive as a Collector Road, Centennial Drive will be designed as a Collector Road but it is intended to function as a

Local Road, in effect serving as a Minor Collector Road. The planned objective of Centennial Drive is not to rapidly move large volumes of traffic from one area of the City to another. Instead, Centennial Drive will be designed to accommodate *multi-modal* transportation with a specific focus on pedestrian and active transportation movement with a sidewalk on one side of the street and a multi-use trail on the other side in accordance with Policy 6.1.8.2 of this Plan.

c) Private Roads which provide access to units within a condominium development shall have a minimum right-of-way of 9.0 metres with a minimum road surface width of 6.0 metres and the provision of a sidewalk (with a minimum width of 1.5 metres) on at least one side of the Private Road with the remainder of the right-of-way for a landscaped utility corridor.

4.2.10.5.3 Design Policies for Greening

a) Trees

i) Trees are an important part of the character and a legacy of Orillia that should be both planned for and protected for future generations to enjoy.

ii) In general, all proposed street trees should be planted in continuous tree trenches to ensure access to adequate soil volumes. Tree trenches should be irrigated and drained, where possible.

iii) A variety of tree species should be used throughout the Waterfront Redevelopment Area to avoid the creation of a monoculture. Preference shall be given to the use of native tree species that are suitable to the planting environment.

iv) Tree planting is required as a component of any development within the Waterfront Redevelopment Area and shall be required to adhere to the City's Tree Canopy and Native Vegetation policy or successor.

b) Parkland/Open Space

i) It is the intention of the City to promote opportunities for additional public open space features and to improve upon existing open space links between the 'Downtown Area' and the Lake Couchiching Waterfront, with particular emphasis on the creation of a new civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive.

ii) The Waterfront Redevelopment Area should focus on connectivity between roads, trails, and parks to result in safe, inviting and interactive spaces. A high standard of hard and soft landscaping shall be required and shall be maintained in a healthy condition.

iii) The existing adjacent waterfront parks are the primary green open space feature that sets the stage for the level of quality to be emulated throughout the Waterfront Redevelopment Area. Wherever possible, through the development process, the waterfront parks and trails systems are to be enhanced through additional parkland dedication, high quality landscape design, and where buildings are adjacent, high quality urban architecture.

iv) The development of the Waterfront Redevelopment Area shall incorporate a civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive.

v) All development on the Waterfront Redevelopment Area shall be subject to the parkland dedication requirements of the *Planning Act* unless otherwise waived by City Council.

vi) For clarity, the Urban Square policies of this Plan shall not apply to the Waterfront Redevelopment Area.

c) Gateways

The Gateway at the easterly end of Coldwater Street identified on Schedule “B” shall:

i) incorporate appropriate architectural features, interpretive media, design motifs, public art and/or landscape treatments that define the main entrances to the 'Downtown Area'; and,

ii) enhance and not compete with surrounding existing historic and/or architectural features.

d) Viewscapes

The Viewscapes as identified on Schedule “B” shall be achieved, protected and enhanced in accordance with Policy 3.2.8.4.2 of this Plan.

4.2.10.5.4 Design Policies for Buildings

a) General Policies for all Buildings

i) It is crucial that all new development on the Waterfront Redevelopment Area be *compatible* with the character and context of the ‘Downtown Area’. As such, new development, whether a renovation to an existing building, or a completely new building, will be reviewed by the City taking into consideration matters relating to exterior design, including the character, scale, colour, building materials, appearance and design features of buildings.

ii) Architectural variety is essential to the creation of a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.

iii) New building design shall:

I. be barrier free;

II. have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment. Continuous roads of monotonous and repetitive façades shall be avoided;

III. create a street space that is scaled to the pedestrian and is organized to present an appropriate façade to all adjacent public roads and the civic square located at the northwest corner of the intersection of Mississaga Street East and Centennial Drive to provide interest and comfort at ground level for pedestrians. Primary pedestrian entrances shall provide direct and universal access to the public sidewalk;

IV. have a dynamic façade that is articulated with three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances, canopies and the articulation of the building mass;

V. employ architectural details and/or a step-back at the upper storeys that is established in the implementing Zoning By-law;

VI. include pedestrian weather and sun protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian roads; at entrances to buildings; and adjacent to the civic square located at the northwest corner of the intersection of Mississaga Street East and Centennial Drive;

VII. incorporate patios (including roof-top patios), where feasible, to provide outdoor amenity space for residents and/or patrons. These outdoor amenity spaces shall be well buffered from adjacent residential development. Also, new residential development adjacent to any outdoor commercial space is required to be well buffered from the abutting commercial activity to provide residents with privacy and to mitigate the impact of noise;

VIII. have any visible mechanical equipment and waste receptacles appropriately screened and located in a manner that has a minimal physical and visual impact on public sidewalks and accessible open spaces;

IX. where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view. All new electrical installations, including street lighting, are required to be underground;

X. have decorative details and façade articulation that respects or is consistent with architectural elements of neighbouring buildings with historic features;

XI. avoid the use of vinyl siding, aluminum or sheet metals, and/or mirrored or tinted glass. The use of stone, brick and decorative concrete shall be encouraged.

XII. have sign bands, storefront windows, canopies and awnings that respect building scale and complement existing signage examples on neighbouring buildings;

XIII. in the design of built form, incorporate principles of sustainable development, energy and resource efficiency;

XIV. be designed to prevent the adjacent land uses from experiencing extensive losses of sunlight;

XV. be encouraged to include energy efficient building design components including passive solar energy gain, increased insulation, Energy Star appliances, *alternative energy systems*, and conformity with LEED certification; and,

XVI. be encouraged to incorporate a 'green-roof' into the design of all new buildings.

b) Corner Sites

Corner development sites are good locations for landmark buildings as they have better visibility, light and view opportunities. For the purposes of this policy, corner sites are also buildings abutting the civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive and buildings at the intersection of public and/or private roads. As such, corner sites will be addressed in the following manner:

i) define the intersection at which the building is located by architecturally articulating its presence at each corner;

ii) include prominent visual and vertical architectural features such as a wrap-around porch, bay window, turret feature or a clock tower, and/or an additional storey, greater than abutting buildings on non-corner sites;

iii) a corner building should have primary, articulated façades towards both roads; and,

iv) a corner building should have the highest level of architectural detailing and a distinct architectural appearance.

c) Multiple-Unit Buildings and Townhouses

In addition to the design policies for all buildings within the Waterfront Redevelopment Area, the following additional policies shall apply to multiple unit buildings and townhouse developments within the Waterfront Redevelopment Area:

i) the siting, massing, and façade design of multiple unit buildings and townhouses shall be coordinated on a block-by-block basis;

ii) the elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block;

iii) variety in the design of roofs is required to break up the massing of townhouse blocks;

iv) garages should be accessed from a rear lane. Where they are not, garages are expected to be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the townhouse;

v) side and rear elevations visible from public areas shall have upgraded facade treatments;

vi) buildings sited at the end of a view corridor, such as at a “T” intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements; and,

vii) each townhouse unit shall have access to their rear yard via the garage and/or a rear lane and/or a communal walkway/easement.

d) Apartment Buildings and Communal Housing

In addition to the design policies for all buildings within the Waterfront Redevelopment Area, the following additional policies shall apply to apartment building and communal housing developments within the Waterfront Redevelopment Area:

i) apartment and communal housing buildings should be oriented to front on to the road, with a minimum setback;

ii) permanent parking, loading and service areas shall be located in side or rear yards and set back from the front facade of the building;

iii) a visitor drop-off area should be located at the front of the building;

iv) the siting, massing, and façade design of apartment and communal housing buildings shall be coordinated on a block-by-block basis;

v) the exterior of the apartment and communal housing block shall be articulated in a manner that provides variation between buildings, and reinforces common characteristics that visually unites the block;

vi) variety in the design of roofs is required to break up the massing of apartment and communal housing blocks;

vii) side and rear elevations visible from public areas shall have upgraded facade treatments;

viii) buildings sited at the end of a view corridor, such as at a “T” intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements; and,

ix) rooftop mechanical equipment and waste receptacles shall be screened from view with materials that are

complementary to the building or through architectural features.

4.2.10.5.5 Design Policies for the Location of Buildings on a Lot

a) The implementing Zoning By-law shall consider the regulation of lot frontage and lot coverage as a way to ensure *compatible* development and a consistent built form within the Waterfront Redevelopment Area.

b) A relatively consistent building edge is important to provide spatial definition and containment to the road for buildings within the Waterfront Redevelopment Area. The front and exterior side walls of buildings should be located within a defined zone on the lot, referred to as “Build-Within Zones”. The implementing Zoning By-law may set both a minimum and maximum setback. It is understood that in some circumstances these “Build-Within Zones” may not be achievable on all sides. The City shall use its discretion in the application on the street wall concept on development blocks that have street frontage on more than two sides. The priority focus of the “Build-Within Zones” will be the streetscape along Mississaga Street East, Coldwater Street, Front Street North, and Centennial Drive.

c) In order to ensure development compatibility within and adjacent to the 'Downtown Area', the City shall establish appropriate interior side and rear yard setbacks for the Waterfront Redevelopment Area in the implementing Zoning By-law.

d) It is an objective of the City to ensure a comfortable pedestrian environment, and part of that comfort is weather protection. As a result, it is important to promote the provision of building elements that provide shade and/or shelter from the elements of weather such as rain and snow through permissions for encroachments into the pedestrian realm. In addition, it is an objective of the City to promote street activity/animation. Street cafes and outdoor seating for restaurants should also be considered. The City will encourage the following:

i) awnings or canopies may be permitted to encroach into the public pedestrian realm subject to approval from the City;

ii) outdoor cafes and seating for restaurants may be permitted to encroach into the public pedestrian realm subject to approval from the City;

iii) semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage and/or lighting fixtures attached to the building may be permitted to encroach into the public pedestrian realm subject to approval from the City;

iv) permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined public pedestrian realm; and,

v) the amount of any permitted encroachment, whether temporary or permanent, shall be established by the City on a site-by-site basis, and in consideration of the following criteria:

- the encroachment enhances pedestrian comfort by providing shade and/or protection from the elements of weather such as rain and snow;

- the encroachment does not impede pedestrian and/or vehicular access, movement or safety, or impede any public maintenance activities; and,

- the encroachment does not impede sight lines to important views and vistas.

4.2.10.5.6 Design Policies for Parking and Loading

a) In order to reinforce roads as primary public spaces, the locations of parking, driveways and service entrances and loading areas

need to be carefully considered and coordinated with the locations for pedestrian entrances.

As such, parking facilities, service access points, loading areas and any visible waste receptacles and/or mechanical equipment are to be located in a manner that have a minimum physical impact on sidewalks and accessible open spaces. Shared driveways and/or service courts at the side and rear of buildings are encouraged to provide for these functions:

i) surface parking, loading areas and servicing facilities shall not be permitted in front of any buildings, with the exception of dwelling units with individual driveways, within the Waterfront Redevelopment Area. Surface parking and/or servicing facilities may be permitted in an interior side yard and are permitted within the rear yard;

ii) surface parking, loading areas and servicing facilities, where permitted, shall be appropriately screened from view from the road. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks and landscaping including: pavement treatments, low walls or decorative fencing, landscaping, trees and lighting throughout parking lots and along the edges;

iii) parking is encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, permitted commercial uses shall be provided within the façade at-grade and the façade shall include appropriate architectural articulation;

iv) access to parking and servicing areas should occur off side roads or service lanes and to the side or rear of buildings, where possible;

v) the City shall encourage shared access driveways and, preferably, shared rear lane access for all development within the Waterfront Redevelopment Area.

vi) sustainable design will be encouraged and may include: permeable paving surfaces, on-site stormwater management technologies, *alternative energy systems* (such as solar-powered lighting), and alternative-fuel vehicles and car-sharing services;

vii) where feasible, installation of infrastructure to support the use of alternative fueled vehicles, including charging stations for electric vehicles, is encouraged in the design of parking areas;

viii) to ensure safety and promote their priority over vehicular traffic, pedestrian pathways on a development site shall be provided through the parking facility, including freestanding parking lots, and shall connect directly to public roads/sidewalks and building entrances. These pathways shall be identified and delineated with decorative paving materials and where possible landscape planting and/or tree rows that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the road. The use of soft landscaping is also encouraged along major pedestrian routes, along with features such as outdoor furniture and pedestrian-scale lighting;

ix) parking lots shall be lit with pedestrian-scale lighting. Light standards shall be low and spaced at appropriate intervals to avoid the “stadium lighting” effect;

x) when surface parking is located at the road edge, deciduous trees and low shrubs (less than 1.0 metre high) shall be provided along the street line to provide a landscaped buffer;

xi) landscaping features shall be used to divide large surface parking areas. Parking areas shall be divided into small-defined sections with curbs and landscaping features. Landscaped islands shall be placed at the ends of all parking aisles;

xii) connectivity between freestanding parking lots and the main street is required through the establishment of public pedestrian linkages via side lot laneways;

xiii) parking garages shall have façade treatment to reflect the character of the neighbourhood;

xiv) in addition to the minimum parking space requirements, parking facilities for bicycles shall be provided;

xv) where feasible, common laneways serving parking at the rear of commercial buildings shall be provided. Interconnected systems of rear laneways and drive aisles across adjoining properties shall be encouraged;

xvi) access points shall be reduced and consolidated to optimize the use of driveways; and,

xvii) servicing and loading areas shall be oriented to the rear of commercial buildings. On-street loading will be discouraged.

4.2.10.5.7 Design Polices for Lighting

Lighting is an essential consideration to ensure safe pedestrian and transportation movement. The following guidelines shall apply to the Waterfront Redevelopment Area:

a) exterior lighting shall be designed to promote pedestrian comfort, safety and provide high quality ambiance;

b) only Dark Skies friendly lighting will be permitted. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements;

c) only LED lighting or equivalent energy efficient technology will be permitted; and,

d) pedestrian scale lighting shall be provided adjacent to roads, walkways, pedestrian routes and within parks, courtyards, and the

civic square at the northwest corner of the intersection of Mississaga Street East and Centennial Drive.

4.2.10.6 Implementation

a) Site Plan Approval - Any development or redevelopment of a site, including enlargements or replacements of existing facilities, with an existing executed Site Plan Agreement, shall be subject to Site Plan Control. Enlargements of existing facilities of a site without an executed Site Plan Agreement that would involve an expansion of the floor area by more than 15 percent of the existing Gross Floor Area shall be subject to Site Plan Control in accordance with the City of Orillia Site Plan Control By-law. Where Site Plan Control is required, no building permit may be issued by the City without first reviewing the development application in the context of all the principles and regulations identified within this Plan. The City shall utilize the Site Plan Approval process to the maximum extent permissible by the *Planning Act*. Specifically, the City may consider matters related to exterior design, including, and without limitation to the character, scale, materials, colour, appearance and design features of buildings for all development in the Waterfront Redevelopment Area.

b) Community Improvement Plan - The Waterfront Redevelopment Area is identified as being within a Community Improvement Project Area and is subject to the policies set out in Section 7.4 of this Plan.

4.3 WASTE DISPOSAL SITES

a) The approximate location of known active and closed waste disposal sites are identified on Schedule ‘C’. Waste disposal sites are designed, developed and regulated under the Environmental Protection Act. Land uses near waste disposal sites are regulated in accordance to the Ministry of Environment’s Guideline D4 - Land Use on or Near Landfills and Dumps, as amended or replaced from time to time.

b) The City’s active landfill site and sensitive land uses shall be appropriately designed, buffered and/or separated from each other

to prevent adverse effects from odour, noise and other contaminants and to minimize risk to public health and safety.

c) In order to maintain the usability of the active waste disposal site and to ensure compatibility with sensitive land uses around the waste disposal site, a waste disposal assessment area has been established around the waste disposal site as identified on Schedule 'C'. A waste disposal assessment area has also been established around all closed waste disposal sites on Schedule 'C'.

d) The waste disposal assessment areas for closed waste disposal sites may be reduced in consultation with the Ministry of Environment through study and documentation determined appropriate by the Ministry of Environment.

e) No development shall be permitted in a waste disposal assessment area, delineated on Schedule 'C', associated with active or closed waste disposal sites unless it can be demonstrated to the satisfaction of the City in consultation with the Ministry of Environment that there will be no adverse effects to persons and property from the active or closed waste disposal site. The following studies may be required prior to approval of all development, including draft plans of subdivision/condominium, consents, rezonings, site plans or building permits, to determine the potential for negative impacts: ground and surface water (hydrogeology and hydrology), noise, odour, dust, and methane gas migration studies. Such studies shall be completed in accordance with the Ministry of Environment's Guideline D4- Land Use on or Near Landfills and Dumps, as amended or replaced from time to time. The detail, extent and study area boundaries shall be scoped through terms of reference established by the City in consultation with the Ministry of Environment. Minor refinements to the boundaries of the assessment areas on Schedule 'C' resulting from the completion of a D-4 Land Use Study to the satisfaction of the City, in consultation with the Ministry of the Environment shall not require an amendment to this Plan. Minor refinements to the assessment areas on Schedule 'C' will be updated through a housekeeping amendment from time to time.

f) If the studies produced under Section 4.3 e) indicate that there may be a potential for adverse impacts attributable to the proposed development, the City in consultation with the Ministry of Environment may require the proponent to undertake specific

measures and/or activities, including specific building measures, to ensure public health and safety.

g) Where the studies identified in Section 4.3 e) have been undertaken for a nearby property, the proponent may be able to rely on the results of those studies subject to the agreement of the City in consultation with the Ministry of Environment.

h) To ensure appropriate consideration is given, lands within a waste disposal assessment area delineated on Schedule 'C' may be the subject of a holding provision in the implementing Zoning By-law. Such provision shall require the studies referred to in Section 4.3 e) and f) be completed and the holding provision be lifted once the studies demonstrate that any potential risks to public health and safety associated with the proposed land use and the evaluated former waste disposal site(s) can be mitigated to the satisfaction of the City, in consultation with the Ministry of Environment.

i) Mitigation measures or activities, identified through studies conducted in accordance with Section 4.3 e) shall be implemented through the registration of a development agreement registered on title to the subject lands. These studies and measures shall be used to assist the Chief Building Official in implementing the applicable Building Code requirements.

j) The holding provision referred to in Section 4.3 h) shall not apply to the following:

   i) interior alterations to existing structures;

   ii) exterior alterations that do not expand the footprint of an existing structure;

   iii) new structures or alterations to existing structures which are not habitable and where such structures do not prevent the free movement of air into the atmosphere; and

   iv) any structure that does not require a building permit.

4.4 NEIGHBOURHOOD SURROUNDING THE HOSPITAL

a) Lands identified as being 'Neighbourhood Surrounding the Hospital', subject to Section 4.4 as shown on Schedule 'C', are designated 'Stable Neighbourhood' on Schedule 'A'.

b) Local retail stores and service uses shall not be permitted on these lands except for Child Care Facilities which may be permitted through an amendment to the Zoning By-law. In considering an amendment to the Zoning By-law to permit a Child Care Facility, Council shall consider the following:

i) compatibility with surrounding land uses;

ii) being well-buffered from adjacent residential uses;

iii) adequate on-site parking being provided at the rear or side of the property with consideration for provision of a lay-by in the front yard;

iv) located in a structure existing as of the date of adoption of this Plan (where possible); and

v) additions to existing buildings reflect the scale, form, and other building features associated with that specific block/road in order to protect the existing integrity and residential character in the area.

4.5 WELLHEAD PROTECTION AREAS & INTAKE PROTECTION ZONES OVERLAY

4.5.1 INTENT

a) '*Wellhead Protection Areas'* and *'Intake Protection Zones'* are schematically delineated in Schedule 'F'. However, the areas identified as '*Wellhead Protection Areas*' and 'Intake Protection Zones' could change due to future refinement of our understanding of the groundwater and surface water flow regimes and such

changes to Schedule 'F' shall not necessitate an amendment to this Plan.

4.5.2 POLICIES

a) The following uses shall be prohibited on the lands identified as 'Wellhead Protection Areas' and 'Intake Protection Zones' on Schedule 'F' where the use has been determined to be a Significant Drinking Water Threat by the City in accordance with the applicable Source Protection Plan:

i) generation, handling or storage of hazardous waste or liquid industrial waste;

ii) waste disposal sites and facilities, organic soil conditions sites, and snow storage and disposal facilities;

iii) underground and above-ground storage tanks that are not equipped with an approved secondary containment device;

iv) storage of contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990 or successor;

v) handling, manufacturing or storage of Dense Non-Aqueous Phase Liquids (DNAPLs);

vi) commercial fertilizer storage facilities;

vii) pesticide storage facilities;

viii) manufacturing or storage of agricultural source material;

ix) road salt storage facilities;

x) storage of fuel; and,

xi) storage of an organic solvent.

If the City's Risk Management Official or successor determines that a proposed use does not pose a Significant Drinking Water Threat, then a use listed above may be permitted without the need for an amendment to this Plan where such use would be otherwise permitted.

This section does not apply where the only use of the land is residential.

b) Through the Site Plan Control process, the design of impervious surfaces in 'Wellhead Protection Areas', 'Intake Protection Zones' and ' Significant Groundwater Recharge Areas' delineated on Schedule 'F' should incorporate measures such as low impact design and appropriate site grading to minimize the application of road salt and to reduce ponding and run-off.

c) Significant Drinking Water Threat land uses listed in Policy 4.5.2 a) that are prohibited will be treated and managed as existing threat land uses even though those land uses will commence after the effective date of the South Georgian Bay Lake Simcoe Source Protection Plan only where:

i) A drinking water threat land use that is related to a development proposal where a complete application was made under the *Planning Act* or *Condominium Act* prior to the day the South Georgian Bay Lake Simcoe Source Protection Plan came into effect. This policy also applies to any further applications required under the *Planning Act*, *Condominium Act*, or prescribed instruments to implement the development proposal;

ii) A drinking water threat land use that is related to an application for a Building Permit, which has been submitted in compliance with Division C 1.3.1.3 (5) of the *Ontario Building Code Act* prior to the date the South Georgian Bay Lake Simcoe Source Protection Plan came into effect; or,

iii) A drinking water threat land use that is related to an application made for the issuance or amendment of a prescribed

instrument prior to the day the South Georgian Bay Lake Simcoe Source Protection Plan came into effect.

4.6 AGGREGATE RESOURCES OVERLAY

a) Lands identified within the Aggregate Resources Overlay on Schedule ‘C’ have been identified as having potential for mineral extraction. Notwithstanding the land use designations on Schedule ‘A’, where deemed appropriate by the Province, Council's consideration of new public works and/or private development proposals within these areas shall be preceded by a geological assessment of a proposed development site's mineral aggregate resources to establish the precise quality, quantity and extent of any mineral deposits. Where geological investigation reveals a high potential for mineral aggregate extraction, the identified resource is permitted for aggregate extraction and shall be removed prior to the occurrence of development, without the need for an Amendment to Schedule ‘A’ of this Official Plan, subject to Provincial licensing of the aggregate operation.

b) Proposed development and site alteration in the vicinity of mineral aggregate operations shall not be permitted unless it is demonstrated through an Aggregate Potential Assessment/Compatibility Study that the proposed use will not preclude or hinder the aggregate operations existing use, expansion or be incompatible for reasons of public health, public safety or environmental impact. Mineral aggregate operations in the City are shown on Schedule ‘C’.

Schedule ‘C’ also identifies aggregate resources in the City and proposed development within, or adjacent to this area shall not be permitted unless it is demonstrated that:

i) resource use would not be feasible; or

ii) the proposed land use or development serves a greater long-term public interest; and,

iii) issues of public health, public safety and environmental impact area addressed.

c) If the mineral aggregate potential of an identified site has been

exhausted, or shown to be insignificant, development may proceed in accordance with the land use designations delineated on Schedule 'A'.

d) Mineral aggregate extraction may, subject to the approval of the Province, be undertaken as a component of the general development process, whereby the aggregate is predominantly utilized in the construction of onsite services and/or is provided to the municipality for similar use in other parts of the City.

e) The following policies shall apply in the differing circumstances:

i) Wayside Pits and Quarries and Portable Asphalt Plants - The City recognizes the need for wayside pits and quarries and temporary, portable asphalt plants to provide sand, gravel and other mineral aggregates for road construction and maintenance and other municipal projects. As such, it is a policy of this Official Plan to permit wayside pits and quarries to locate in all land use designations delineated on Schedule A, with the exception of the 'Environmental Protection Area' designation, without the need for an amendment to this Official Plan and/or Zoning By-law. Temporary, portable asphalt plants may be permitted in the *'Employment Lands' designation* on lands affected by the Aggregate Resources overlay on Schedule 'C'.

ii) General Development:

- the establishment of a new commercial Pit or Quarry and/or the expansion of an existing pit or quarry shall require an amendment to this Official Plan and to the Zoning By-law.

- where mineral aggregates are to be extracted, as part of the development process for the same site, such extraction shall be permitted without the need for an amendment to this Official Plan and/or Zoning By-law.
- the uses permitted shall be limited to the preparation of a site for mineral aggregate extraction, the extraction and storage of mineral aggregates and the rehabilitation of a site after mineral aggregate extraction or as extraction progressively occurs. In addition, ancillary uses to mineral aggregate extraction such as very

limited screening and washing may be permitted.

iii) Development Criteria - Applications to amend the Zoning By-law to permit a new commercial pit or quarry or the expansion of an existing commercial pit or quarry shall be accompanied by the following:

- a site plan prepared in accordance with the provisions of the Aggregate Resources Act and Ontario Regulations as may be amended from time to time;

- a report prepared by a geologist indicating the estimated or approximate pattern, quality and quantity of the resource;

- a transportation report which shall indicate the anticipated number of truck movements, anticipated truck routes and the daily time period during which trucks will be travelling on local roads;

- reports prepared by a professional engineer, biologist or other qualified professional indicating the impact of the proposed operation on the environment, including air and water pollution, noise, changes in the water table, changes in surface drainage both on and off the site and the effectiveness of the proposed ameliorative measures; and

- where necessary, a Certificate of Approval from the Province in accordance with Section 8 of the Environmental Protection Act.

iv) Implementation - Pits and quarries shall be zoned in a separate category in the implementing Zoning By-law.

4.7 LAKE SIMCOE WATERSHED

Lands identified within the Lake Simcoe Watershed as shown on Schedule 'F' are subject to the Lake Simcoe Protection Plan. In the event of conflict between the policies of the Lake Simcoe Protection Plan and this Official Plan, the Lake Simcoe Protection Plan shall prevail.

Terms in this section that are in *italics* followed by an asterisk* are defined in the Lake Simcoe Protection Plan.

a) An application for development* or site alteration* within the Lake Simcoe Watershed shall, where applicable:

   i) increase or improve *fish habitat** in streams, *lakes** and *wetlands**, and any adjacent *riparian areas**;

   ii) include landscaping and habitat restoration that increase the ability of native plants and animals to use *valleylands** or *riparian areas** as *wildlife habitat** and movement corridors;

   iii) seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and *wetlands**; and,

   iv) establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres, where feasible.

b) Structures shall only be permitted within the vegetation protection zone along the Lake Simcoe shoreline if:

   i) there is no alternative but to place the structure in this area,

   ii) the area occupied by such structure is minimized;

   iii) the *ecological function** of the vegetation protection zone is maintained; and,

   iv) pervious materials and designs are used to the extent feasible.

c) Significant alteration of the shore of Lake Simcoe or the shore of a freshwater estuary of a stream connected to Lake Simcoe is not permitted unless the significant alteration is for the purpose of stabilizing, protecting, restoring or rehabilitating the shore, or the

alteration will be undertaken by a public body and the project is consistent with the objectives of the Lake Simcoe Protection Plan. Such works shall only be permitted if it is demonstrated that natural shoreline treatments that maintain the natural contour of the shoreline will be used where practical, and a vegetative riparian area will be established to the extent feasible. A significant alteration includes any alteration that has an adverse effect on the *ecological functions** of the shoreline.

d) No structures, including boathouses, shall be permitted in Lake Simcoe or in a permanent or intermittent stream if the structure impedes the natural flow of water along the shoreline or in the stream, if the structure is intended to be used as a dwelling, or if the structure or its construction harmfully alters *fish habitat**. This policy does not prohibit drainage works such as those permitted under the *Drainage Act*, those required for infrastructure or those structures required for the purposes of stewardship, conservation, restoration or remediation undertakings.

e) The City, or any public agency having ownership, shall where practical and feasible, actively re-naturalize public areas adjacent to shorelines and streams to a minimum of 30 metres.

f) All new development on lands adjacent to the Lake Simcoe shoreline shall be subject to Site Plan Control.

g) The alteration of the shore of Lake Simcoe, other *lakes** or any *permanent or intermittent stream** for the purpose of establishing or altering drainage works such as those works under the *Drainage Act*, *infrastructure** or for stabilization, erosion control or protection purposes shall only be permitted if it is demonstrated that natural shoreline treatments (e.g. planting of natural vegetation, *bioengineering**) that maintain the natural contour of the shoreline will be used where practical, and a vegetative *riparian area** will be established to the extent feasible.

h) Where, through an application for *development** or *site alteration**, a buffer is required to be established by the implementation of an environmental impact study or natural heritage evaluation, the

buffer shall be composed of and maintained as natural self-sustaining vegetation.

i) Where *development** or *site alteration** is permitted within 120 metres of the *Lake Simcoe shoreline**, or any *permanent or intermittent stream** or *wetland**, the *development** or *site alteration** should be integrated with and should not constrain ongoing or planned stewardship and remediation efforts.

j) Where *development** or *site alteration** is permitted in relation to *existing uses**, the following policies apply:

   i) all *existing uses** lawfully used for such purposes on June 1, 2009 are permitted;

   ii) the construction of a building on an existing lot of record is permitted, provided it was zoned for such on June 2, 2009, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to June 2, 2009;

   iii) the *development** permitted in (ii), expansion to existing buildings or structures, accessory structures and uses, and conversions of legally existing uses which bring the use more into conformity with this Plan are permitted subject to a demonstration that the use does not expand into a key natural heritage feature, a key hydrologic feature and any minimum vegetation protection zone associated with a feature or the Lake Simcoe shoreline, unless there is no alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;

   iv) the expansion to existing agricultural buildings and structures, residential dwellings and accessory uses to both, may be considered within a key natural heritage feature, a key hydrologic feature, and any minimum vegetation protection zone associated with these features or the Lake Simcoe shoreline, if it is demonstrated that:

      I. there is no alternative to the expansion or alteration and the expansion or alteration is directed away from

the feature and vegetation protection zone to the maximum extent possible, and,

II. the impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible, and,

III. expansion, maintenance, or replacement of existing infrastructure is permitted.

k) No new *municipal sewage treatment plant** shall be established in the Lake Simcoe watershed unless:

i) the new plant is intended to replace an existing *municipal sewage treatment plant**; or

ii) the new *sewage treatment plant** will provide sewage services to,

I. a development that is on *partial services**, or

II. a *development** where one or more *subsurface sewage works** or *on-site sewage systems** are failing.

l) No new *non-municipal sewage treatment plant** shall be established in the *Lake Simcoe watershed** unless the person applying to establish the plant can demonstrate that:

i) the plant will result in a net reduction of phosphorous loadings to the watershed from the baseline conditions for the property that would be serviced by the new plant; or

ii) the undertaking that the plant will serve will not add phosphorous loadings to the Lake Simcoe watershed.

m) A new *on-site sewage system** or *subsurface sewage works** shall not be permitted within 100 metres of the *Lake Simcoe shoreline**, other *lakes**, or any *permanent stream** except in the following circumstances:

i) a proposal for an *on-site sewage system** *or subsurface sewage works** that would serve a public open space;

ii) a proposal for an *on-site sewage system** *or subsurface sewage works** that would replace or expand the capacity of an existing *on-site sewage system** or *subsurface sewage works** that will serve a use that would have been permitted by the applicable zoning by-law as of June 2, 2009; or

iii) a proposal for an *on-site sewage system** or *subsurface sewage works** that relates to a development proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law as of June 2, 2009.

n) Subdivision agreements and site plan agreements within the Lake Simcoe watershed shall include, and individuals undertaking site alteration activities shall have regard to, the following conditions:

i) keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out *development** activity;

ii) removal of vegetation shall not occur more than 30 days prior to grading or construction;

iii) put in place structures to control and convey runoff;

iv) minimize sediment that is eroded offsite during construction;

v) seed exposed soils once construction is complete and seasonal conditions permit; and

vi) ensure erosion and sediment controls are implemented effectively.

o) Upon completion of the shoreline management strategy and subwatershed evaluations, as outlined in the Lake Simcoe

Protection Plan, this Plan shall be amended to ensure it is consistent with their recommendations.

p) An application to establish or expand a *major recreational use** shall be accompanied by a recreation water use plan that demonstrates:

i) water use for maintenance or snow-making or both are kept to a minimum;

ii) grassed, watered and manicured areas are limited to sports fields surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures; grass mixtures that require minimal watering and upkeep will be used for sports fields and golf fairways where applicable;

iii) crossings of *intermittent* and *permanent streams** are kept to a minimum;

iv) water-conserving technologies (such as low-flow toilets and shower heads) are used in clubhouses and restaurants where applicable;

v) water-conserving technologies (such as timed irrigation systems designed to reduce evaporation losses, and recycling of water from under greens) are used in the irrigation and watering of sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures, where applicable;

vi) other water conservation technologies (such as rainwater harvesting or reuse of stormwater) will be used to reduce water use; and

vii) stormwater treatment facilities are used to capture and treat runoff from areas with impervious surfaces.

q) No new mineral aggregate operations and no wayside pits and quarries, or any ancillary or accessory use thereto shall be permitted in the following key natural heritage features and key hydrologic features:

i) *significant wetlands**;

ii) *significant habitat of endangered species and threatened species**; and

iii) *significant woodlands** unless the woodland is occupied by young plantation or early successful habitat.

r) An application for a new mineral aggregate operation or a new wayside pit or quarry may only be permitted in a key natural heritage feature, a key hydrologic feature or its related vegetation protection zone, other than a feature mentioned in policy 3.5.3.7 r) where the application demonstrates the following:

i) the health, diversity and size of these key natural heritage features will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health; and

ii) any permitted extraction of mineral aggregates that occurs in a feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation.

s) Every application for a new mineral aggregate operation must demonstrate:

i) how the connectivity between key natural heritage features or key hydrologic features will be maintained before, during and after the extraction of mineral aggregates; and

ii) how the operator could immediately replace or restore any habitat that would be lost from the site with equivalent habitat or another part of the site or on adjacent lands.

t) When approving a development along the Lake Simcoe shoreline, the City shall ensure that public access to the Lake is maintained.

u) Where, in accordance with the policies of the Lake Simcoe Protection Plan, *development** and *site alteration** is permitted within 120 metres of the Lake Simcoe shoreline or a permanent or intermittent stream or a wetland, the development or site alteration will be integrated with existing or proposed parks and trails to the extent feasible.

v) An application for *major development** within the Lake Simcoe Watershed, as delineated on Schedule 'F', shall be accompanied by a Stormwater Management Plan that:

i) evaluates stormwater management on a "watershed" based approach and that is consistent with local sub-watershed evaluations and water budgets where available. Evaluations shall be consistent with the City's stormwater management master plan, subwatershed evaluation and water budget, in keeping with the Lake Simcoe Protection Plan, when completed;

ii) incorporates an integrated treatment train approach to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales, where appropriate;

iii) identifies the specific location of permanent end of pipe facilities, the areas they will service, and considerations for their size, shape and design criteria;

iv) evaluates, at appropriate geographic scales, predicted changes in the water balance between pre-development and post-development conditions, and evaluates how such changes will be minimized;

v) evaluates, at appropriate geographic scales, anticipated changes in phosphorus loadings between pre-development and post-development, and evaluates how phosphorus loading will be minimized;

vi) offers specific direction on how end of pipe stormwater management works shall be designed, to satisfy, at a minimum, the enhanced protection level specified in the Ministry of the Environment's Storm Water Management Planning and Design Manual, as amended;

vii) identifies criteria and circumstances upon which interim storm water facilities may be considered or precluded.

w) Stormwater runoff volume and pollutant loadings from *major development** and within the City shall be reduced by:

i) encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of pipe controls;

ii) encouraging the implementation of innovative stormwater management measures;

iii) allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;

iv) supporting implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and,

v) support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.

x) Stormwater management works to serve new *major development** shall not be permitted unless the works are designed to satisfy the Enhanced Protection Level specified in Chapter 3 of the Ministry of the Environment Planning and Design Manual 2003, as amended.

This policy does not apply if the works are intended to serve infill development or redevelopment, if it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.

y) A permit may be required from the Lake Simcoe Region Conservation Authority prior to development or *site alteration* being permitted in hazard lands, wetlands and any proposed alterations to watercourses and shorelines within the Lake Simcoe watershed in accordance with the *Conservation Authorities Act*.

4.8 NATURAL HAZARD LANDS

a) Development and *site alteration* shall generally be directed away from hazardous lands adjacent to Lake Simcoe, Lake Couchiching and watercourses that are impacted by flooding, erosion and coastal hazards such as wave uprush, dynamic beach and ice piling. The erosion hazard limit of lakes and streams shall be determined using the guidance manual prepared by the Ministry of Natural Resources.

b) New development and *site alteration* shall be directed away from flood prone areas and restricted to areas outside the regulatory storm. The regulatory storm is the floodplain resulting from the greater of the Regional storm or the 1:100 year storm. The City, in consultation with the appropriate agencies shall incorporate mapping of floodplain areas into the official plan through an amendment.

c) The one-zone flood plain management concept shall be used within the City wherein the floodway is considered to be the entire contiguous floodplain. Any application of the two-zone concept will require an amendment to this official plan. The establishment of a special policy area will only be permitted with the prior written approval of the Ministries of Municipal Affairs and Housing, and Natural Resources.

d) New development and *site alteration* including the creation of new lots in floodplains is prohibited save and except for the permissions outlined in 4.8 e).

e) New development on existing lots, redevelopment, additions and uses that by their nature must be located in the floodplain shall be protected by acceptable flood proofing action or measures subject to the approval of the City and applicable agencies.

Proposed development on existing lots within hazardous lands along Lake Simcoe or Lake Couchiching must be supported by a coastal engineering study. The engineering study must be prepared by a coastal engineer demonstrating the means to address the lake hazards such as flooding, erosion, wave uprush and dynamic beach. The coastal engineering study must be prepared to the satisfaction of the City and governing agencies.

f) Development shall be generally directed away from hazardous sites such as areas of unstable soils. A geotechnical soils report shall be required prior to any development within or adjacent to *hazardous sites*. This report shall be prepared to the satisfaction of the City and applicable agencies.

4.9 HUMAN MADE HAZARD LANDS

a) Development on, abutting or adjacent to lands affected by human made hazards such as mineral aggregate operations, oil, gas and salt hazards will only be permitted if rehabilitation measures to address and mitigate known or suspected hazards are under-way or have been completed.

b) Contaminated sites shall be remediated as necessary prior to an activity on the site associated with the proposed use such that there will be no adverse effects.

c) The City will require a property owner to submit a Record of Site Condition (RSC) to be filed in the Environmental Site Registry when proposing to transition a site from a use which may have produced contamination to a more sensitive use. The RSC must be filed in accordance with the provisions of the *Environmental Protection Act*.

5.0 HERITAGE POLICIES

5.1 INTRODUCTION

a) The protection of heritage resources contributes to a sense of community by providing continuity between the past and the present. Through an understanding of, and measures to protect its heritage, the City can incorporate the past into planning for the future.

b) Heritage planning is a joint responsibility between the Provincial government and the City. A Municipal Heritage Committee has been established to advise Council on matters pertaining to heritage.

5.2 OBJECTIVES

a) To recognize, protect, and conserve cultural heritage resources and sites within the City.

b) To encourage growth and development patterns which promote the protection and sympathetic treatment and use of cultural heritage resources.

c) To integrate structures of historic and architectural significance into development proposals where appropriate.

d) To maintain and enhance the character of the built environment.

e) To convey the value of the City's heritage features to the general public through a variety of programs.

5.3 GENERAL POLICIES

a) Council recognizes the importance of cultural heritage resources within the City. Therefore, the City will identify cultural heritage resources while encouraging their conservation, protection, restoration, maintenance and enhancement. All new development permitted by the land use policies and designations of this Plan shall have regard for cultural heritage resources and shall,

wherever possible, incorporate these resources into any new development plans. In addition, all new development will be planned in a manner, which preserves and enhances the context in which cultural heritage resources are situated.

b) Cultural heritage resources include, but are not restricted to, archaeological sites, cemeteries and burials, buildings and structural remains of historical and architectural value, and urban districts or landscapes and viewscapes of historical and scenic interest.

c) The City may designate Heritage Sites, Heritage Conservation Districts and other heritage elements in accordance with the Ontario Heritage Act. The policies of this Plan direct the City to consider the designation of all lands and buildings within the 'Historic Main Street' designation as a Heritage Conservation District, in accordance with the Ontario Heritage Act.

d) Council recognizes the role of the Municipal Heritage Committee to advise and assist the City on matters of heritage conservation. Pursuant to the Ontario Heritage Act and in consultation with the Municipal Heritage Committee, Council may, by By-law:

   i) designate properties to be of historic and architectural value or interest; and,

   ii) define any areas within the City to be examined and nominated for designation as a Heritage Conservation District.

e) It shall be the policy of the City that individual properties may be considered for designation pursuant to criteria established for determining cultural heritage value or interest in the *Ontario Heritage Act*. This criteria includes but is not limited to, the following:

   i) the property contributes to the identity of the community or cultural heritage landscape;

   ii) the property is associated with an historic event or person;

iii) the property has architectural significance or distinguishing artistic or cultural value and demonstrates a high degree of technical or scientific achievement; and,

iv) the property contains substantial remaining original materials, craftsmanship and siting.

f) Applications for development of a Heritage Site, having known cultural heritage resources or adjacent to a site having known cultural heritage resources, will require a *Heritage Impact Statement* to demonstrate how the heritage values, attributes and integrity of the protected heritage property are to be *conserved* and how any impacts may be mitigated. This Statement shall be prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. Development and *site alteration* located adjacent to a protected heritage property may only be permitted if all of the identified heritage attributes associated with the protected heritage property have been conserved.

g) The character of an individual historically designated property as defined through a *Heritage Character Statement*, shall be maintained or enhanced through the careful consideration of plans for additions, alterations, renovation and restoration. It is the intent of the City to conserve and enhance cultural heritage resources in situ, wherever possible. The proposed relocation, removal or demolition of designated structures, and the development of new structures on a designated property shall be subject to the provisions of the Ontario Heritage Act.

h) Owners of designated heritage properties are encouraged to seek any available government grants or loans for eligible heritage conservation works.

5.4 ADDITIONAL POLICIES FOR ARCHAEOLOGICAL SITES

a) Archaeological sites are distributed in a variety of settings across the landscape, being locations or places that are associated with past human activities, endeavours, or events that are of cultural heritage value or interest. These sites may occur on or below the modern land surface or below the surface of a water body.

A marine archaeological site is an archeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water. The physical forms that these archaeological sites may take include: surface scatters of artifacts; subsurface strata which are of human origin or incorporate cultural deposits; the remains of structural features; or a combination of these attributes. As such, archaeological sites are both highly fragile and non-renewable.

If an area is considered to be an area of marine archaeological potential, particularly along shorelines and waterfronts, the City shall require the proponent to carry out a marine archaeological assessment by a licensed marine archaeologist to the satisfaction of the City and the province pursuant to the *Ontario Heritage Act*.

b) An artifact is any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest. Archaeological fieldwork is any activity carried out on, above or under land or water for the purpose of obtaining and documenting data, recovering artifacts and remains or altering an archaeological site and includes monitoring, assessing, exploring, surveying, recovering and excavating.

c) A Stage 1 archaeological assessment shall be prepared prior to submission of an application for plan of subdivision or plan of condominium and may be required for other applications where substantial *site alteration* is contemplated. Where the Stage 1 study identifies *areas of archaeological potential*, a further Stage 2 archaeological assessment and fieldwork by a licensed archaeologist shall be provided at the time of submission of an application for plan of subdivision or plan of condominium. If *archaeological resources* are identified in the assessment, the application shall include a conservation plan to conserve any *archaeological resources* identified for protection.

d) The City, using the provincial Checklist\Criteria for Determining Areas of Archaeological Potential as a guide, shall determine the potential for impacts to archaeological resources from any new development. Where such potential is determined to exist, as a

condition of land development the proponent shall retain a licensed archaeologist to carry out an archaeological assessment of the subject property prior to any demolition, grading or other soil disturbance in compliance to provincial archaeological assessment standards and guidelines.

e) The City may permit development and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the significant *archaeological resources* have been *conserved* by removal and documentation, or by conservation on site. Where significant *archaeological resources* must be preserved on site, only development and *site alteration* which maintain the heritage integrity of the site may be permitted.

f) Upon receiving information that lands proposed for development may include *archaeological resources* or constitute an *area of archaeological potential*, the City will not take any action to approve the development, and the owner of such land will be requested to have studies carried out by licensed archaeologists to:

   i) assess the property;

   ii) assess the impact of the proposed development;

   iii) indicate methods to mitigate any negative impact of the proposed development on any *archaeological resources*, including methods of recovery and preservation;

   iv) comply with current Ministry of Culture standards and guidelines for consulting archaeologists; and,

   v) provide a compliance letter issued by the Province for any completed archaeological study.

g) The City intends to cooperate with the Provincial government to designate archaeological sites in accordance with the Ontario Heritage Act and will consult with the Trent-Severn Waterway on any proposed development that might affect resources on waterway property.

The City's register of cultural heritage resources may include available archaeological site data and locations, and relevant mapping from the provincial archaeological database of the Ministry of Culture, under the provisions of a municipal-provincial data sharing agreement. These site data and locations will be maintained for the purpose of heritage conservation planning and development review. The mapping database will be updated regularly when appropriate, as new archaeological sites are identified.

h) It is the policy of the City to keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance, and the inappropriate removal of resources.

i) All archaeological assessment reports must be reviewed and a compliance letter issued by the Ministry of Culture. A copy of the assessment report and the compliance letter will be provided to the City by the licensed archaeologist who completed the assessment. The City will maintain copies of all reports and compliance letters for information purposes.

j) Where burial sites are encountered during any excavation or other action, the provisions of the Cemeteries Act and its regulations will apply. Where First Nations burials are discovered, consultation will occur with the appropriate First Nation and Métis groups.

k) Where aboriginal archaeological resources are found, or where it is determined that proposed development or *site alteration* may negatively impact aboriginal interests then consultation will occur with the appropriate First Nation and Métis groups.

l) A contingency plan will be prepared, and updated regularly with the advice of a licensed archaeologist and the Ministry of Culture and adopted by by-law, for emergency situations to protect *archaeological resources* that are accidentally discovered or are under imminent threat(s).

m) The City may maintain the integrity of archaeological resources by adopting zoning by-laws under section 34 of the *Planning Act*, to prohibit any land use activities or the erection of buildings or

structures on land which is a site of a significant archaeological resource. Other longer term conservation planning tools for preserving archaeological site in-situ include archaeological heritage easements, restrictive covenants and subdivision agreements.

6.0 INFRASTRUCTURE AND SERVICES

6.1 TRANSPORTATION

6.1.1 INTENT

a) Orillia's transportation system moves people and goods via roads, public transit, trails, pedestrian linkages and bicycle routes. It is the goal of this Plan to facilitate an active and integrated *multi-modal* transportation system that is safe, efficient, economical, convenient and comfortable while respecting the heritage features and character of the City.

b) Schedules 'A' and 'D' symbolically identify highway interchanges.

6.1.2 OBJECTIVES

a) To promote *multi-modal* access throughout the City and to encourage an active, healthy lifestyle for the citizens of Orillia;

b) To create a *multi-modal* transportation system that has regard for the environmental, social and aesthetic character and amenities of the community.

c) To provide a *multi-modal* transportation system which encourages convenient movement within the City as well as providing linkages to external *transportation systems*.

d) To provide a highly interconnected, efficient and safe system of routes for pedestrians and cyclists that includes features such as benches, waste receptacles, bicycle racks, crosswalks, lighting and shade.

e) To develop a *multi-modal* transportation system that is *compatible* with existing and future land use patterns.

f) To achieve a pattern of development which supports public transit use.

g) To improve access to transit and transportation facilities for special user groups.

6.1.3 GENERAL POLICIES

a) New facilities or major improvements to the existing *transportation system* will only occur where such improvements are consistent with the existing character and amenities of the community.

b) Major capacity improvements to the existing road system will only occur when the need exists and all reasonable control options have been previously implemented.

c) Transportation facilities will be planned, designed and constructed to minimize the effects of noise, fumes and vibration on existing and future residential development.

d) The City shall plan for and protect corridors and rights-of way for transportation, transit and *infrastructure* facilities to meet current and projected needs.

e) The City shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purposes for which it was identified.

f) The City shall encourage the provision of infrastructure that supports the use of alternative fueled vehicles, including charging stations for electric vehicles, wherever feasible.

6.1.4 ROADS

6.1.4.1 General Policies

a) The transportation network, for purposes of right-of-way protection, is shown on Schedule ‘D’. The transportation network is intended to provide for the efficient and safe passage of pedestrians and cyclists, the operation of an efficient public transit system and provide for the balanced usage of motor vehicles. Schedule ‘D’ and Schedule ‘E’, together with the following policies, forms the basis for the provision of roads, trails, right-of-way widths and access

controls. Provincial Highways are subject to Provincial requirements and permits in addition to the other policies of this Plan.

b) All road improvements and new road projects shall be undertaken in accordance with the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Municipal Class EA).

c) All proposed development located adjacent to and in the vicinity of a provincial highway within the Ministry of Transportation's permit control area under the Public Transportation and Highway Improvement Act will also be subject to the approval of the Ministry of Transportation. Early consultation with the Ministry of Transportation is encouraged to ensure the integration of municipal planning initiatives with Provincial transportation planning.

d) The functional road classification and associated guidelines of this Plan pertain to Highways, Arterial Roads, Collector Roads, Flex Streets, Local Roads and Lanes/Private Roads. Highways and the Arterial and Collector Road network and Flex Streets are as shown on Schedule 'D'. For clarification, Flex Streets refer to the design of the road but Flex Streets will also retain their road classification as a Collector Road for Mississaga Street and Local Road for Peter Street. This Plan reflects the City's proposed road improvements for the next 20 years. Roads are intended to function in accordance with the following policies:

i) Highways are restricted or controlled access routes with little or no access to adjacent land. Their function is to carry traffic at higher speeds and provide for longer trips in and outside the area. The design and location of access will be strictly controlled so that any service to adjacent land does not detract from the primary function of moving traffic.

ii) Arterial Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists across the City. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to

adjacent land does not detract from the primary function of moving the various modes of transportation.

Arterial Roads will generally limit private land access to existing lots, and commercial and industrial uses, with new residential access permitted only where traffic movement, volume, speed and safety are not compromised, no alternative local or collector road access is available and the entrance criteria of the City are met. Arterial Roads will generally have a minimum right-of-way width of 26.0 metres. Where necessary, to minimize impacts upon existing land uses, a minimum right-of-way width of 20.0 metres may be considered.

Sidewalks, with shade trees where possible, are required on both sides of all Arterial Roads. Bicycle lanes are to be considered on Arterial Roads as generally identified on Schedule 'E'.

iii) Collector Roads carry traffic between Arterial Roads and the Local Roads. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Collector Roads will generally have a minimum right-of-way width of 23.0 metres.

Sidewalks, with shade trees where possible, are required on both sides of all Collector Roads. Bicycle routes are to be considered on Collector Roads as generally identified on Schedule 'E'.

iv) Local Roads are designed to accommodate only low volumes of traffic at low speeds and generally only serve local area trips. Local Roads will generally have a minimum right-of-way width of 20.0 metres, however this may be reduced in circumstances where adequate snow storage capacity can be provided within the right-of-way and alternative development standards have been approved by the City.

Sidewalks are required on at least one side of all Local Roads with the exception of cul-de-sacs serving fewer than 20 residential dwelling units.

v) In addition to their underlying road classification, Flex Streets are intended to be designed to accommodate all modes of travel at slow speeds. Along Flex Streets the curb is removed and the sidewalk is blended with the roadway for a single surface to be shared by all people using all modes of travel. The travel lanes are narrowed with the intent of providing more room for pedestrians. Flex streets are unique spaces where people can slow down and enjoy the public realm.

e) In the design of all roads except Highways, particular regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes and for safe transfers on and off of transit vehicles.

f) The coordinated installation of utilities, sidewalks, trails, bicycle routes, lighting and tree planting will be part of the planning, design, and development of all roads.

g) It is a policy of this Plan that proposals for the widening or the inclusion of additional road lanes within existing Arterial Roads shall include preconsultation with the Planning Department or successor and be preceded by a public consultation process to address such issues as development schedules, rights-of-way widening, impacts on street trees and streetscape improvements. Where the class and function of an existing road is to be changed to a higher class and function, such change will require a Functional Servicing Plan or a Service Infrastructure Master Plan and an Amendment to this Plan. Such public consultation may be addressed through a Municipal Class Environmental Assessment.

h) In the case of the construction or reconstruction of Arterial and Collector Roads and Flex Streets located within the ‘Downtown Area’, particular regard shall be had to the preservation or enhancement of scenic vistas and the character of the neighbourhood. For these roads, the preparation of a detailed

Streetscape Plan by a qualified landscape architect is required. Such plan shall require Council approval prior to proceeding with or tendering of the project.

i) Specific lane requirements shall be determined at the detailed design stage and will, in addition to traffic demand, be based upon planning considerations such as preservation of mature trees and the overall effect upon the streetscape.

j) Development proposals that require an amendment to this Plan may be required to carry out and implement a Traffic Impact Study. Development adjacent to Highways 11 and 12 are subject to the safety requirements and permit control of the Province.

k) Road Widenings and Intersection Improvements and Alignments:

i) in the policies identifying road function, the City has identified road allowance widths. These are the ultimate widths required to provide for traffic surfaces, boulevards, sidewalks, multi-use trails, utility locations and ditches. The identified road allowance widths are based on the existing situation, expected future development and the intended road function. For the purposes of the *Planning Act*, each road described or shown on Schedule 'D' shall be considered a "highway to be widened" and the identified road allowance width plus the widths specified in this Plan shall determine the extent of the required widening;

ii) the City may require, at intersections, road widenings for daylighting triangles in order to provide sufficient sight distances, turning lanes and locations for traffic control measures;

iii) the City may require turning lanes at any other locations along roads to provide safe and appropriate access to major generators or attractors of traffic. Dimensions of such widenings shall be in accordance with the standards of the City of Orillia;

iv) where a road allowance is identified as including, or comprising part of a bicycle route or trail system, the City may require additional road widenings for a cycling lane or trail. The maximum width for such a dedicated widening shall be 1.5 metres per side; and,

v) the City may, under certain topographic conditions, require a greater road width in order to address appropriate design or traffic safety measures. Where such circumstances are encountered a further 10 metres may be added to the road width that would be established through the policies of this Plan. In addition, where topographic conditions make it impractical or prohibitive to expand a road allowance to an equal extent on both sides then the City may acquire a greater portion, or the entire extent, of the required widening on only one side of the existing allowance. Where a dedication of land is being required as a condition of a development approval, the land owner shall only be required to dedicate a widening equivalent to 50 percent of the total required width to bring the road width up to the width specified for the applicable road classification.

l) Where a road allowance is less than the prescribed width, and additional widenings are required in accordance with the transportation policies of this Plan or to achieve geometric alignment, the City may also require that such widenings or realignments be obtained through the development approval process through dedication in accordance with the *Planning Act*.

m) In areas where the majority of the existing land use along a road, or a significant portion of a road, is developed at the time that this Plan is adopted, then the standards for the right-of-way of the road, as specified by this Plan, shall act only as a guide. Further evaluations may be undertaken to determine a practical right-of-way width that can serve both vehicular and non-vehicular traffic requirements along the road while minimizing the *negative impacts* on existing development.

n) Schedule ‘D’ is not intended to identify the precise location of all roads and therefore minor realignments which maintain the general

intent of the Schedule will not require an amendment to this Plan. Minor refinements to the alignment of roads on Schedule 'D' will be updated through a housekeeping amendment from time to time.

6.1.4.2 Design Policies for Roads

a) The City shall consider the following as general design policies for roads and the road network:

i) provide a grid of Flex Streets, Arterial and Collector Roads, Local Roads and associated public open spaces that organizes development, is pedestrian friendly, is highly connected and supports transit;

ii) ensure that the road and road pattern establishes development blocks that achieve an orderly pattern of development and visual diversity;

iii) provide access for pedestrians, bicycles and vehicles, opportunities for vistas, view corridors and pedestrian amenity areas and space for utilities and services;

iv) design all streetscape elements including plantings, trees, sidewalks, utility poles, paving patterns, bicycle racks, seating, natural or built shade structures, signage and waste/recycling receptacles to be consistent and complementary to the character of the community;

v) design street lighting with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road and complement the character of the community;

vi) locate all utilities underground where feasible, including the consideration of cost. Where components of utilities must be located above ground, they should be located within the public right-of-way or on private property, such as a rear lane or in locations where there is no conflict with the street tree planting line; and,

vii) utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, gateways, lamp posts and transit shelters when determining appropriate locations for larger equipment and cluster sites.

b) Arterial and Collector Roads

The City shall consider the following as general design policies for Arterial and Collector Roads:

i) road surface should be a minimum of 10.0 metres, with consideration of on-street parking or cycling lanes on both sides of the road;

ii) boulevards on both sides of the pavement shall be a minimum of 4.5 metres and will accommodate a grass verge with street trees and a minimum of 1.5 metre sidewalks on both sides. As an alternative to a sidewalk on one side, the City may give consideration to a multi-use trail, with a minimum width of 1.5 metres, which will be separated from the traveled portion of road by a boulevard;

iii) transit facilities including, but not limited to, transit shelters, lay-bys and dedicated transit lanes may be located on any Arterial or Collector Road;

iv) individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road;

v) buildings that abut Arterial or Collector Roads shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Arterial or Collector Road; and,

vi) road designs for Arterial/Collector Roads are encouraged to include a planted centre median or other design features

to signify their importance as a gateway or entrance feature.

c) Flex Streets

The City shall consider the following as general design policies for Flex Streets:

i) no curb will be provided. Instead, the sidewalk will be blended with the roadway for a single surface to be shared by all modes of travel.

ii) travelled surfaces for vehicles should be approximately 6.5 metres, with consideration of on-street parking, cycling lanes, and/or amenity spaces on both sides of the street.

iii) pedestrian zones should a minimum of width of 3 metres on both sides of the street together with a minimum 3 metre amenity zone where possible.

d) Local Roads

The City shall consider the following as general design policies for Local Roads:

i) the road surface, including a parking lane on one side of the road, which could alternate to both sides of the road, shall be a maximum of 8.5 metres;

ii) boulevards on both sides of the pavement shall be provided and will accommodate a grass verge with street trees and a minimum of 1.5 metre sidewalks and/or trails;

iii) individual direct access onto Local Roads is permitted;

iv) buildings that abut Local Roads shall present a façade with architectural detailing and landscape features that address the road frontage;

v) Local Roads that are single loaded may include a reduced boulevard abutting the publicly owned storm water management feature, open space, parkland or an environmental feature; and,

vi) transit routes and facilities may be permitted on Local Roads.

e) Lanes/Private Roads

The City shall consider the following as general design policies for Lanes/Private Roads:

i) Lanes provide access to private garage facilities. Private Roads provide access to units within a condominium development;

ii) Lanes should be provided where garages and front driveways will detract from the character of a special location, such as along Arterial or Collector Roads;

iv) Lanes/Private Roads shall have a minimum right-of-way of 9.0 metres;

iv) the road surface shall be a minimum of 6.0 metres and an adequate landscaped utility corridor shall be provided on one side of the Lane/Private Road in addition to the road surface;

v) the use of permeable materials shall be encouraged in land development in areas where sufficient drainage exists; and,

vi) sidewalks, with a minimum width of 1.5m, are required on at least one side of the Private Road and may be located within the utility corridor.

f) Traffic Circles

The City shall consider the following as general design policies for Traffic Circles:

i) Traffic Circles are intended to calm traffic and direct traffic flows without necessarily requiring stop controls at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods;

ii) whenever Traffic Circles are used, they should incorporate significant landscape features, as well as traffic calming devices; and,

iii) the design of a Traffic Circle should ensure safe pedestrian and bicycle movement, as well as ease of snow removal and maintenance.

6.1.5 COMMERCIAL TRAFFIC

6.1.5.1 General Policies

a) It is the policy of the City, in recognition of the importance of an efficient goods movement system to the health of the City's economy, to give appropriate weight to the consideration of the need to move goods, products and other materials in the resolution of transportation issues.

b) The following policies will ensure protection of residential neighbourhoods with regard to commercial traffic:

i) through-way movement of large commercial vehicles will generally be restricted on Local and Collector Roads within residential neighbourhoods wherever possible; and,

ii) activities generating substantial commercial traffic will be located near or adjacent to Highways and/or Arterial Roads.

6.1.6 PUBLIC TRANSIT

6.1.6.1 General Policies

a) It is the intent of this Plan to promote the use of public transit as an alternative to the use of private motor vehicles. As such, public

transit is considered to be a priority in the interest of reducing traffic, promoting active transportation and the avoidance of road expansions through established neighbourhoods.

b) The City's public transit system shall be an integral part of the City's transportation network.

c) In the planning and design of public transit routes, stations, bus stops and transfer points, the following criteria will be applied:

i) stations, stops and bus routes will be located so as to allow safe pedestrian access to as many residences, schools, cultural and recreational facilities, and employment locations as possible;

ii) in areas to be developed or redeveloped, land use will be designed to incorporate land use and road patterns that facilitate use of public transit and permit convenient access to major transit routes;

iii) in the planning and operation of public transit services, facilities for comfortable and convenient pick-up will be provided, including off-line bus bays, where possible. Transit stops will be located to minimize walking distances; and,

iv) where new developments are located adjacent to existing or planned transit routes, they shall be required to dedicate land for transit routes and transit stops and may be requested to provide bus shelters.

6.1.6.2 Design Policies for Transit

a) Transit routes should be located primarily on Arterial Roads.

b) Transit stops should be located as close to intersections as possible, and their location coordinated with pedestrian walkway connections and building entrances.

c) Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses and to maximize pedestrian safety.

d) Shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.

e) Curbside transit stop loading areas should be a clear, hard surface area 1.5 to 2.0 metres wide in front of a shelter and should be provided to permit safe exit by passengers, including mobility device users. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snowplows.

f) Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.

g) Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.

h) Transit stops shall be designed to offer amenities such as seating areas, lighting and climate protection.

6.1.7 SNOWMOBILE TRAILS

a) Where generally shown on Schedule ‘E’, snowmobile trails shall be a minimum of 4.0 metres wide and separate from pedestrian sidewalks and/or pathways. Snowmobile trails shall be located outside the right of way of provincial highways, except as approved by the Ministry of Transportation.

6.1.8 BICYCLE AND PEDESTRIAN TRAFFIC

6.1.8.1 General Policies

a) Trails are a crucial component of an integrated parks and open space system. Schedule ‘E’ identifies the general location of existing and future *recreation* trails. Minor refinements to the

alignment of *recreation* trails on Schedule 'E' will be updated through a housekeeping amendment from time to time. The City shall establish, improve and maintain a well-connected trails system over time.

i) trails shall be designed, and built and maintained to City standards;

ii) constructed trails should be provided in addition to the parkland dedication requirement as permitted under the *Planning Act* through development approval process; and,

iii) the City shall utilize, where possible, abandoned railway lines, unopened municipal road allowances, easements and other means where available to provide for trails.

iv) Trails shall be located outside the right of way of provincial highways, except as approved by the Ministry of Transportation.

b) The City of Orillia encourages increased bicycle and pedestrian traffic subject to the following policies:

i) dedicated bicycle/pedestrian paths will be provided in new developments to create linkages to centres of activity and the sidewalk/trail system;

ii) rights-of-way for bicycle/pedestrian paths will be dedicated as part of the land requirements for transportation and will be dedicated as public rights-of-way as part of new development;

iii) adequate provision will be made in the planning, design and development of all developments to ensure safety and efficient bicycle/pedestrian movement;

iv) pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and shall be separated from the road by a landscaped boulevard. Exceptions may

be considered where insufficient right-of-way widths exist, or other terrain constraints exist;

v) the City's Master Transportation Plan shall be updated to implement and to further refine or expand upon the policies of this Plan;

vi) the City will develop an Active Transportation Plan; and,

vii) vehicular crossings of off-street trails shall be minimized.

c) The City supports the creation of a well-connected public trail system that promotes active transportation as well as active *recreation* touring, particularly in the form of walking, cycling, rollerblading and skiing in a manner that is sensitive to the environment and private landholdings.

d) The City of Orillia has acquired a number of abandoned rail corridors. These corridors may be used by the City for *recreation*, transportation and utility purposes. The principal use of the corridors shall be for *recreation* purposes. Use for transportation or utility purposes will not require an amendment to this Plan but should be based upon demonstrated need and mitigation of any impacts upon *recreation* activities.

e) Development proposals abutting trail corridors of any type shall be designed and buffered to mitigate any potential impacts associated with the use of the trail corridors and to minimize vehicular crossings.

f) The City will encourage the development of a public *recreation* trail system in a manner which will facilitate linkage between parks, open space areas, bicycle/pedestrian paths and *recreation* trail systems in adjacent municipalities and thereby foster the development of Provincial and National trail networks.

g) The City will endeavor to work with the County of Simcoe and neighbouring municipalities, where appropriate, towards the overall coordination of the transportation system, including any active transportation and public transit initiatives.

6.1.8.2 Design Policies for Trails

a) The trails system includes trails within natural features, storm water management facilities, open spaces, parks and the road system.

b) Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.

c) Trails for pedestrians and cyclists shall be a minimum of 3.0 metres wide. Pedestrian-only-trails shall be a minimum of 1.5 metres wide.

d) Multi-use trails identified on Schedule 'E' shall be hard-surfaced, including but not limited to asphalt, to allow for a range of self-propelled recreational pursuits including roller blading. Bicycle routes identified on Schedule 'E' shall be hard-surfaced, including but not limited to asphalt.

e) Trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts must be provided to improve access at road crossings. The use of permeable materials may be considered for trail development in areas where sufficient drainage exists. Trails with asphalt surfaces may be incorporated into the trails system to address accessibility and active transportation needs.

f) Trails and bicycle routes shall be clearly signed regarding permitted use and speed. Wayfinding signage shall be provided throughout the trail network.

g) Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route.

h) Trails located in proximity to *significant natural heritage features and areas*, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.

i) Trails and bicycle routes may be located within the right-of-way of the municipal road system, but, where possible, shall be separated from the asphalt by a landscaped buffer. Trails and bicycle routes shall not be located within the right-of-way of provincial highways, except as permitted by the Ministry of Transportation.

j) Where trails intersect with motorized vehicle *infrastructure* or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.

k) On-street parking should not be permitted where there are road surface bike lanes.

6.2 STORMWATER MANAGEMENT

6.2.1 INTENT

a) The intent of this section of the Plan is to manage development impacts on streams and the lake system in order to maintain and enhance water quality, protect *fish* and *wildlife habitat* and prevent erosion.

6.2.2 GENERAL POLICIES FOR STORMWATER MANAGEMENT FACILITIES

a) Stormwater management facilities shall be permitted in all land use designations except for the 'Environmental Protection Area' designation. Stormwater management facilities may be permitted in an 'Environmental Protection Area' designation, subject to the policy direction provided in Section 3.5.3.3 c) of this Plan.

b) Stormwater management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to flow moderation and water quality.

c) Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall

be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.

d) Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.

e) Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier plantings will be utilized in place of fencing. Barrier plantings will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.

f) Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the parks system.

g) The design of stormwater management facilities shall minimize the risk of contaminating the City's drinking water and, where possible, direct the discharge of stormwater to lands outside of the vulnerable areas associated with the 'Wellhead Protection Areas' and 'Intake Protection Zones' shown on Schedule 'F' where determined to be a Significant Drinking Water Threat by the City's Risk Management Official or successor.

6.2.3 STORMWATER MANAGEMENT

a) Applications that create four or more lots; applications for Plans of Subdivision or Plans of Vacant Land Condominiums; applications for Site Plan Control for development or redevelopment with impervious areas equal to or greater than 500 m^2; or an application to establish a recreational use that requires large-scale modification of terrain, vegetation, or both and usually also require large-scale buildings or structures shall be accompanied by a Stormwater Management Plan that demonstrates:

i) Consistency with the City of Orillia's current stormwater management master plan;

ii) Consistency with the Oro Hawkstone Creek Subwatershed evaluations and water budgets for lands located within the Lake Simcoe Watershed Boundary shown on Schedule 'F';

iii) An integrated treatment train approach using Low Impact Development (LID) techniques shall be used to minimize stormwater management flows and reliance on end-of-pipe controls through source controls, lot-level controls and conveyance techniques where feasible. Where LID techniques that promote infiltration are not feasible, the minimum requirement shall be post development flow controls to meet the predevelopment conditions and filtration that meets or exceeds the *Enhanced Protection level* specified in Chapter 3 of the Provincial "Stormwater Management Planning and Design Manual 2003", as amended from time to time;

iv) Applications within significant groundwater recharge areas and/or ecologically significant groundwater recharge areas, as shown on Schedule 'F' of this Plan, in order to be considered a Complete Application as set out in Policy 7.1.8, shall be accompanied by a Hydrogeological Study that demonstrates that the quality and quantity of groundwater in these areas and the function of the recharge areas will be protected, improved or restored. The Hydrogeological Study must also demonstrate that there will be no negative impacts on the associated aquatic features that depend on the significant groundwater recharge area, including wetlands, watercourses, seeps and springs and fish habitat. At a minimum, the Hydrogeological Study must be prepared by a qualified professional and must include the following:

- Define the recharge/discharge conditions and area of influence;
- Identify the groundwater/surface water interactions;
- Characterize the sensitivity to contamination;
- Provide a pre-to-post water balance analysis; and

- Evaluate and recommend appropriate mitigation requirements.

v) Through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and,

vi) Through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

b) Site Plan Control applications for infill development, a redevelopment, or significant site alteration equal to or greater than 500 m^2, including but not limited to parking facilities, shall incorporate an integrated treatment train approach using Low Impact Development (LID) techniques shall be used to minimize stormwater management flows and reliance on end-of-pipe controls through source controls, lot-level controls and conveyance techniques where feasible. Where LID techniques that promote infiltration are not feasible due to site constraints (soil properties, etc.), the minimum requirement shall be post development flow controls that meet the predevelopment run-off volumes, and filtration that meets or exceeds the Enhanced Protection level specified in Chapter 3 of the Provincial "Stormwater Management Planning and Design Manual 2003", as amended from time to time.

6.3 WATER & SANITARY SERVICES

6.3.1 INTENT

a) To provide adequate services required for the residents of the City in an economically and environmentally responsible manner.

6.3.2 GENERAL POLICIES

a) Unless otherwise permitted in this Plan or by Amendment to this Plan, all new development shall be connected to municipal sewer and water systems. No new development shall be permitted to

connect to the municipal systems unless adequate capacity exists in both the plant and lines to accommodate such development.

b) Planning for *infrastructure* and *public service facilities* will be integrated with planning for growth so that these are available to meet current and project needs of the City.

c) The use of existing *infrastructure* and *public service facilities* is to be optimized, where feasible prior to consideration be given to the development of new *infrastructure* and *public service facilities*.

d) When water and wastewater expansion is considered, methods to increase the efficient use of water and the recycling of water shall be explored.

e) New municipal sewage services or new private communal sewage services otherwise permitted in this Plan or by Amendment to this Plan that would be a Significant Drinking Water Threat as determined by the City's Risk Management Official should be located outside of 'Wellhead Protection Areas', 'Intake Protection Zones', and 'Significant Groundwater Recharge Areas' delineated on Schedule 'F'.

f) The City will consider enacting a by-law to require mandatory connection to municipal sewer and water systems in 'Wellhead Protection Areas', 'Intake Protection Zones', and/or 'Significant Groundwater Recharge Areas' delineated on Schedule 'F' where private individual sewage systems have been determined to be a Significant Drinking Water Threat by the City's Risk Management Official.

6.4 UTILITIES

6.4.1 INTENT

a) To provide adequate utilities required for the residents of the City in an economically and environmentally responsible manner.

6.4.2 GENERAL POLICIES

a) The Utility Corridors identified on Schedule 'C' of this Plan include natural gas transmission pipelines and telecommunication trunk facilities. These facilities present both safety and design related development constraints. Public works and private development proposals within 200 metres of Utility Corridors shall only be undertaken in consultation with the gas and telecommunication companies having jurisdiction for them.

b) Standards and guidelines in the Trans-Canada Pipelines Limited publication titled 'Guidelines for Development Near Our Pipelines' (or any subsequent publication published by Trans-Canada Pipelines) may be utilized in the review of new public works and applications for private development.

c) Any use of a utility corridor for recreation trail purposes shall be subject to the approval of the Utility Company having jurisdiction.

d) Where public and/or private utility *infrastructure* is permitted and deemed necessary by the City, the said *infrastructure* shall require detail design approval and, where applicable, the completion of an Environmental Impact Study.

7.0 IMPLEMENTATION

7.1 IMPLEMENTATION TOOLS

7.1.1 ZONING BY-LAWS

a) It is intended that the City will review its comprehensive Zoning By-law to ensure that it implements the principles, policies, and land use designations contained in this Plan. Such By-law shall make provision for adequate development standards and establish specific zones and permitted uses that reflect the policies and designations of this Plan. Within each designation, separate zones may be established to ensure that *compatible* uses will be appropriately grouped.

b) The implementing Zoning By-law shall include regulations pertaining to the construction of residential dwellings within areas prone to flooding. Such regulations may include detailed reference to the regulatory flood elevation and minimum elevations for building operations.

c) Filling of lands below the regulatory flood elevation, as established in the implementing Zoning By-law, may be permitted subject to City approval.

d) The implementing Zoning By-law may further refine the list of permitted and/or prohibited uses within the land use designations identified in this Plan based on the merits of an individual development application.

7.1.2 TEMPORARY USE BY-LAWS

a) The City may pass Temporary Use By-laws as provided for by the *Planning Act.* A Temporary Use By-law should be considered where it is deemed inappropriate for the City to permit the proposed use(s) on a permanent or continuing basis and where alternatives, such as relocation, are not practical.

b) These temporary uses may be authorized for a specific time and subsequent By-laws granting extensions may be passed subject to the provisions of the *Planning Act.*

c) Prior to the approval of a Temporary Use By-law, the City shall be satisfied that the following principles and criteria are met:

i) the proposed use shall be of a temporary nature and shall not entail any large scale or high value development or investment on the part of the owner so that the owner will not experience undue hardship in reverting to the original use upon the termination of the temporary use;

ii) the proposed use shall be *compatible* with adjacent land uses and the character of the surrounding neighbourhood;

iii) the proposed use shall not require the extension or expansion of existing municipal services;

iv) the proposed use shall not create any traffic circulation problems within the area nor shall it adversely affect the volume and/or type of traffic serviced by the area's roads;

v) parking facilities required by the proposed use shall be provided entirely on-site;

vi) the proposed use shall not negatively impact the neighbourhood or the community as a whole; and,

vii) the owner has entered into an agreement with the City and posted securities, if necessary, to ensure that structures associated with a temporary use provision can be removed upon expiry of the By-law.

7.1.3 HOLDING PROVISIONS

a) In accordance with the *Planning Act*, Council may pass a Zoning By-law which identifies a use of land, but places limitations on the actual development of the land until a later date when identified

conditions have been met. These conditions are set out in the policies applying to the land use designations in this Plan.

b) The objective of using a Holding Provision is to ensure that one or more of the following objectives are met:

i) consideration is given to a site's location, *areas of archaeological potential*, physical features, known or suspected soil contamination, environmental sensitivity, piped potable water and/or sanitary sewer capacity, adjacent land uses, school capacity and relationship to roads, traffic impacts, road intersections and watercourses;

ii) the appropriate phasing of development occurs;

iii) development does not proceed until services and utilities are available to service the development; and,

iv) agreements respecting servicing of the proposed development are entered into.

c) Council, at any time, may designate any zone or part of a zone as a Holding Zone by placing an "H" in conjunction with the zone symbol in order to meet one of the above-mentioned objectives. During the period, when the Holding Zone is in place, uses permitted on the affected lands are generally limited to existing uses as specified in the By-law.

d) Notwithstanding the above, a Holding Zone may also be utilized to restrict the expansion of existing uses and, where appropriate, a restricted number of uses may be permitted within an area subject to holding provisions for reasons related to servicing or phasing.

7.1.4 INTERIM CONTROL BY-LAWS

a) The City may pass Interim Control By-laws in accordance with the provisions of the *Planning Act*, to place immediate restrictions on the use of certain lands or certain land uses where the City has directed that a study of land use planning policies be undertaken.

7.1.5 SITE PLAN CONTROL

a) All areas of the City are designated as Site Plan Control areas under the provisions of the *Planning Act* and will be delineated and regulated through an implementing Site Plan Control By-law. All uses may fall under Site Plan Control. The policies of this Plan identify specific land uses and/or land use designations where Site Plan Control shall be enforced by the City.

b) As part of the Site Plan Control process for all identified uses or areas where Site Plan Control is utilized, and the Site Plan Control By-law authorizes, the City may require an architectural review, which may include a review of the exterior design, character, scale, colour, building materials and design features of buildings.

c) The City may require, as part of the Site Plan Approval process, that subject developments incorporate sustainable building and landscape techniques including pathways, linkages and/or trails. This may also include sustainable design elements (i.e. trees, shrubs, permeable paving, curb ramps, waste and recycling containers, bicycle racks, energy efficient lighting, use of recycled material, transit shelters and street furniture).

d) Properties that abut the shoreline, including properties that accommodate a single detached dwelling, shall be subject to Site Plan Control.

e) The City may require the dedication of all roads, public transit rights-of-way, trails and public open spaces as a condition of Site Plan Approval.

f) Where land abuts a road under the jurisdiction of the City, prior to development, the City may require, in those circumstances where the right-of-way for a Local or Collector Road is less than 20.0 metres and 23.0 metres respectively or less than 26.0 metres for an Arterial Road, that land be dedicated to the City, at no expense to the City, for the widening of the road, so as to establish the required right-of-way. This shall be exclusive of any sight triangles, turning lanes or turning tapers that may also be required by the City.

The provisions of Section 6.1.4.1 shall also apply to road widenings provided through Site Plan Control.

g) Where existing buildings or structures adjacent to roads makes it impractical to require a land dedication for road widenings to the specified right-of-way widths, such dedication may be waived.

h) All development proposals subject to Site Plan Control shall preconsult with the City.

i) As part of a submission for Site Plan Approval, the City may also require the proponent to demonstrate how the proposed design and the organization of the site and buildings address:

i) the location, massing and conceptual design of any buildings and structures;

ii) the grade and elevation of the land;

iii) the location of vehicular access points, loading areas and parking;

iv) the location and nature of easements;

v) surfacing of loading, parking and driveway areas;

vi) the location and design of walkways and walkway ramps;

vii) the provision of *infrastructure* and facilities for accessibility;

viii) the location and type of lighting, landscaping and preservation of natural vegetation;

ix) exterior design including the character, scale, appearance and design features of buildings and their sustainable design;

x) the type and location of storm, surface and wastewater disposal facilities; and,

xi) the location and dimension of on-site snow storage facilities.

7.1.6 TREE CUTTING AND REPLACEMENT BY-LAW

a) Council may enact a Tree Cutting By-law in accordance with the provisions of the *Municipal Act*. The By-law may include the following:

i) the area or areas of the municipality where tree cutting control will be applied;

ii) the restrictions and regulations on the cutting of trees within the defined area(s);

iii) the requirements for obtaining a permit to cut trees within the defined area(s);

iv) the exemptions from having to obtain a permit in the tree cutting control areas; and,

v) the administrative requirements of the By-law, including fees, forms, and fines.

b) The City may establish a Tree Replacement By-law that would require the replacement of the same aggregate stem thickness of trees removed in the same location or another defined location of the City as a condition of permitting trees to be removed.

7.1.7 SITE ALTERATION BY-LAW

a) Council may enact a Site Alteration By-law in accordance with the *Municipal Act*, to regulate the placement or removal of fill, or alteration of land that may disrupt natural vegetation and/or drainage. Such By-law may include the following:

i) the area or areas of the municipality where *site alteration* will be permitted;

ii) the restrictions and regulations on *site alteration* within the defined area(s);

iii) the requirements for obtaining a permit for *site alteration* within the defined area(s);

iv) the exemptions from having to obtain a permit for *site alteration*; and,

v) the administrative requirements of the By-law, including fees, forms and fines.

7.1.8 COMPLETE APPLICATION

a) This Plan identifies the following studies, plans and/or assessments that the City may require to support Consent applications, Official Plan Amendments, Draft Plan of Subdivision Approval applications, Draft Plan of Condominium Approval applications, Zoning By-law Amendments and applications for Site Plan Control, prior to that application being considered complete. In order for an application to be deemed complete, the City, at its sole discretion, may require any of the following studies, plans and/or assessments to be reviewed by the City for conformity with the Official Plan, Terms of Reference, standards, and guidelines prior to deeming an application complete. The following studies, plans and/or assessments shall be determined to be required at the sole discretion of the City:

i) Land Use Planning Report;

ii) Neighbourhood Plan;

iii) Master Plan;

iv) Context Plan;

v) Priority Lot Plan;

vi) Streetscape Plan;

vii) Environmental Impact Study;

viii) Phase 1 and 2 Environmental Site Assessment;

ix) Heritage Impact Statement;

x) Archaeology Phase 1 and 2 (Archaeological Assessment) and Conservation Plan (if archaeology resources are identified);

xi) Stormwater Management Plan;

xii) Functional Servicing Plans (Sewer and Water);

xiii) Service Infrastructure Master Plan;

xiv) Traffic Impact Study;

xv) Parking Needs Study;

xvi) Transportation Master Plan including linkages to the trails or parks system;

xvii) Noise and Vibration Impact Assessment;

xviii) Shadow Studies;

xix) Lighting Plan/Photometric Analysis;

xx) Slope Stability Study;

xxi) Flood Impact Study;

xxii) Snow Storage Study/Plan;

xxiii) Construction Impact Mitigation Study;

xxiv) Tree Preservation Plan;

xxv) Entrance Analysis;

xxvi) Environmental Assessment Study;

xxvii) Hydrogeology/Hydrology Study;

xxviii) Aggregate Potential Assessment/Compatibility Study;

xxix) D4 Assessment Study;

xxx) Land Use Compatibility Assessment Study;

xxxi) Coastal Engineering Study;

xxxii) Comprehensive Development Plan;

xxxiii) Shoreline Protection Plan;

xxxiv) Cultural Heritage Plan;

xxxv) Retail Impact Study;

xxxvi) Geotechnical Soils Study;

xxxvii) Recreation Water Use Plan;

xxxviii) Heritage Character Statement;

xxxix) Fiscal Impact Assessment;

xl) Consultation Strategy and Consultation Report;

xli) Project Coordination Report;

xlii) Private Well Assessment and associated Well Monitoring;

xliii) Entrance Analysis;

xliv) Parking and Pavement Marking Plan;

xlv) Landscape Plan and Landscape Details;

xlvi) Streetscape Plan and Building Elevations;

xlvii) Construction Impact Mitigation Plan;

xlviii) Site Grading Plan;

xlix) Site Servicing Plan;

l) Erosion and Sediment Control Plan;

li) Drainage Area Plan;

lii) Topographic and Boundary Survey;

liii) Transport Truck (delivery) Turning Movement Plan;

liv) Stormwater Management Operation and Maintenance Manual;

lv) Ontario Building Code Matrix;

lvi) Commercial Needs Study;

lvii) Landfill Impact Assessment;

lviii) Odour, Dust and/or Light Impact Assessment;

lix) Sub-Watershed Plan;

lx) Zoning Compliance Review;

lxi) Road Widening Assessment;

lxii) Parking Lot Design Brief Salt Management Plan; and,

lxiii) Species At Risk Study; and,

lxix) Waste Management Plan.

b) Applicants shall consult with the municipality prior to submitting an application for Consent, Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium or Site Plan Approval. Preconsultation may involve two stages: 1) identifying the list of required plans, studies, information and material to be submitted with a complete application and 2) the City's evaluation of reports to determine conformity to the City's Official Plan, Terms of Reference, standards and guidelines to determine if an application is complete. The City may pass a By-law requiring mandatory pre-consultation with the municipality.

The pre-consultation meeting will be held with City staff and any other government agency or public authority that the City determines appropriate. At the pre-consultation meeting:

i) the list of required studies set out in sections 7.1.8 a) may be scoped depending on the nature of the application. The City in consultation with applicable agencies may also prepare terms of reference for any of the required studies, which set out the required study information and analyses; and,

ii) additional studies may be determined necessary for submission with the application based on the nature of the application.

c) The City shall determine the need for the listed studies, plans and assessments, and when in the approvals process they may be required, on a site-by-site basis.

d) Additional study requirements may be identified by the City as a development application proceeds through the approval process.

e) All required studies, plans or assessments are to be carried out by qualified professionals, as approved by the City and it is recommended that development applications be represented by qualified representatives.

f) Any study, plan or assessment may be subject to a peer review to be carried out by the City at the expense of the proponent.

g) With respect to deeming an application subject to Site Plan Approval complete, the application must comply with the minimum requirements established in the City's Site Plan Control By-law and the following information may be required by the City prior to deeming an application complete:

i) Comments from Federal and/or Provincial bodies such as Ministry of Transportation, Ministry of Natural Resources and Forestry, Ministry of the Environment, Conservation and Parks, Department of Fisheries and Oceans, Transport Canada and Ministry of Culture, Sports and Tourism.

ii) Comments from Hydro One.

iii) Environmental Compliance Approval or successor issued by the Ministry of Environment, Conservation and Parks or successor for any new or expansion/enlargement of an existing industrial operation.

iv) Record of Site Condition successfully filed with the Ministry of Environment, Conservation and Parks or successor.

v) Confirmed zoning compliance from the City.

vi) Confirmed conformity with Ontario Building Code and Ontario Fire Code by the City's Fire Department.

vii) Confirmation by an experienced Municipal Law Solicitor whether a Deeming By-law is required and/or any legal encumbrances apply to the subject lands.

h) The City may determine an application is incomplete pursuant to the *Planning Act* where:

i) The application would require the extension or improvement of public infrastructure through an Official Plan Amendment application, a Zoning By-law Amendment application or Site Plan Approval application;

ii) In the case of a Zoning By-law Amendment application, a Draft Plan of Subdivision application and/or a Draft Plan of Condominium application is required and is not yet approved and in full force and effect;

iii) In the case of a Site Plan Application, an Official Plan Amendment application, a Zoning By-law Amendment application, a Minor Variance application, a Draft Plan of Subdivision application and/or a Draft Plan of Condominium application is required and is not yet approved and in full force and effect;

iv) In the case of an Official Plan Amendment application, a Zoning By-law Amendment application, a Draft Plan of Subdivision application and/or a Draft Plan of Vacant Land Condominium application has not completed its Consultation Strategy and Consultation Report in accordance with the City's Policy Manual;

v) Indigenous communities have not been consulted;

vi) All confirmations, clearances, permits, material and information required by the City during the Preconsultation has not been submitted to the City's satisfaction;

vii) All reports required by the City during the Preconsultation have not been prepared in accordance with the City's Official Plan, Terms of Reference, standards, and/or guidelines to the City's satisfaction.

7.1.9 ENVIRONMENTAL IMPACT STUDY

a) An Environmental Impact Study shall demonstrate that there will be no *negative impacts* resulting from the proposed use on the nature and significance of the natural features that have been identified and includes a statement about the presence or absence of species identified for protection by the relevant legislation. Where an Environmental Impact Study indicates that development would have a negative impact on the 'Environmental Protection Area' and/or the *natural heritage feature or area*, function, attributes or

linkages for which the lands were identified, the application shall not be supported or approved by the City.

b) An Environmental Impact Study shall be required as part of an application process for all development and *site alteration* applications within the 'Environmental Protection Area' designation identified on Schedule 'A' and/or on lands *adjacent* to a designated 'Environmental Protection Area' as set out in Sections 3.5.3.3 d), e) and f) and Section 3.5.3.6.

c) The Environmental Impact Study shall be undertaken by a qualified professional on behalf of the proponent in accordance with the Terms of Reference established and approved by the City, in consultation with any agency having jurisdiction.

d) The Terms of Reference for an Environmental Impact Study shall address the following information where applicable:

i) the proposed development;

ii) the boundaries of the *natural heritage features or areas* and *ecological functions* of the area potentially affected directly and indirectly by the development;

iii) the sensitivity of the features, functions and linkages to new development;

iv) the direct and indirect impacts to the ecosystem that might be caused by the development;

v) any environmental hazards (i.e. steep slopes, flooding contaminants) that need to be addressed as part of the development;

vi) identification and evaluation of measures to avoid and minimize impacts and mitigation measures to be employed before and after development;

vii) the types of *significant natural heritage features and areas* and detailed information regarding the hydrogeological,

hydrological and biological functions and linkages related to the features or areas;

viii) a Management Plan:

- will identify how any *negative impacts* will be avoided or minimized over the construction period and the life of the undertaking;

- will identify the manner in which ecological features and functions will be enhanced where appropriate and describing the net effect of the undertaking after implementation of the Management Plan; and,

- shall establish the limits of buffers and/or setbacks adjacent to components of the 'Environmental Protection Area' as applicable.

ix) monitoring that may be required to ensure that mitigating measures are achieving the intended goals.

e) The Environmental Impact Study shall be undertaken by qualified professionals and shall contain, where applicable, specific detailed information regarding the hydrogeological, hydrological and biological functions and linkages related to the following features:

i) *wetlands*;

ii) portions of the *significant* habitat of *endangered* and *threatened species*;

iii) *fish habitat*;

iv) *significant woodlands*;

v) valley and stream corridors;

vi) *significant wildlife habitat*; and,

vii) *significant Areas of Natural and Scientific Interest.*

f) The terms of reference set out in Section 7.1.9 may be scoped to the satisfaction of the City and any agency having jurisdiction. A Scoped Environmental Impact Study is a site-specific study that is more limited in scope and typically less detailed than an Environmental Impact Study. A Scoped Environmental Impact Study addresses specified potential impacts of a development application. The Scoped Environmental Impact Study may take the form of a letter or checklist prepared by a qualified professional and is appropriate in circumstances including, but not limited to, the following:

   i) to update and confirm prior Environmental Impact Study findings, or the findings of any other study previously undertaken for an applicable agency and/or approved by the City that covers part or all of the subject lands, and to address only those items that have not been previously addressed in sufficient detail or to reflect new legislative requirements such as species at risk;

   ii) to evaluate the nature of a redline revision to an existing draft plan or site plan and the potential for impacts on the environmental attributes and function of the identified environmental feature, where the 'Environmental Protection Area' designation limits and development limits remain unchanged, but where a change to the land use type, distribution and/or development standards triggers a new *Planning Act* application such as a zoning by-law amendment;

   iii) to address only specific impacts in circumstances where the City believes this will be sufficient, such as where the related application is minor in nature, small in scale, is located on a previously disturbed site or is expected to have limited or no impacts.

g) Prior to approving a development on the basis of an Environmental Impact Study, the City, in consultation with other appropriate agencies, shall be satisfied that the proposed use will:

i) not negatively impact air quality, groundwater, soil, surface water and plant and animal life or human health;

ii) be supplied by an adequate supply of water and that the taking of water associated with the use will not negatively impact existing water supplies and plant and animal life;

iii) not cause erosion or siltation of watercourses or changes to watercourse morphology;

iv) not interfere with groundwater recharge to the extent that it would adversely affect groundwater supply for any use;

v) not cause an increase in flood potential on or off the site;

vi) maintain, enhance or restore the natural condition of affected watercourses and protect aquatic habitat;

vii) not encourage the demand for further development that would negatively affect wetland function or contiguous wetland areas; and,

viii) enhance and restore endangered terrestrial and aquatic habitat where appropriate and feasible.

h) Any Environmental Impact Study shall describe the positive impacts or enhancements that may occur as a result of mitigation. In addition, the Environmental Impact Study shall describe what changes the proposed development and/or *site alteration* will have on the following, if applicable:

i) ground and surface water recharge and discharge;

ii) predicted ground water use and potential for interference with nearby wells (e.g., well yield, water quality);

iii) ground water quality or quantity as it affects the natural environment (e.g. discharge to surface, aquifer conditions);

iv) surface water quality and quantity (e.g., sediment loading, temperature, flow volume);

v) terrestrial *wildlife habitat* quantity or quality (e.g., loss of deer wintering yards, cover for wildlife movement, increased potential for bank erosion);

vi) aquatic or *fish habitat* quantity or quality (e.g., water warming from removal of streambank vegetation, potential for destruction or alteration of a fisheries resource);

vii) wildlife movement corridors;

viii) the *ecological function* of the natural environmental features;

ix) noise and traffic levels and their impacts on wildlife as compared to existing conditions (e.g., truck traffic from excavation activities);

x) the potential for fragmentation or isolation of portions of *significant natural heritage features and areas* or breakage of an identified linkage as a result of the proposed change in land use;

xi) the potential for off-site discharge of materials (e.g., storm water runoff, effluent, odours. air emissions) as a result of the proposed development;

xii) erosion potential from grading and development techniques and proposed mitigation measures for steep slopes or unstable soils;

xiii) the compatibility of the proposed land use with surrounding land uses;

xiv) flooding or changes in storm water retention capabilities as a result of the proposed land use or changes to flood attenuation capabilities of lands in the area; and,

xv) the duration of the effects, the size of the area affected, the sensitivity of the feature to change and any loss of *ecological functions* either within the area proposed for development or within the 'Environmental Protection Area' as a whole.

i) The Environmental Impact Study should demonstrate, where applicable, that the relevant policies of this Plan are met and, in particular, that the proposed use will not have a negative impact on *significant natural heritage features and areas* or on their related *ecological functions*.

7.1.10 COMMUNITY PLANNING PERMITS

a) The City may consider the establishment of a Community Planning Permit System for the Municipality. An Amendment to this Plan may be required to establish a Community Planning Permit System, and a public meeting shall be held to consider a By-law authorized by the *Planning Act* to establish a Community Planning Permit System.

7.1.11 SIGN BY-LAWS

a) In order to implement the provisions of this Plan pertaining to protecting and enhancing the aesthetics of the City and the character of the 'Downtown Area', in particular, Council may enact Sign By-laws pursuant to the *Municipal Act* or any successor thereto.

b) The City may establish a process for the consideration of variances and delegate authority to the appropriate committee or advisory group.

7.1.12 LOT CREATION BY CONSENT

7.1.12.1 General Criteria

The following provides policies for the Committee of Adjustment who shall be guided by the general intent and specific policies of this Plan and the

regulations of the implementing Zoning By-law in considering applications for the severance of land ("consents").

a) Consents shall only be permitted in accordance with the policies of this Plan and where the consent does not prejudice the future or existing development of the land or abutting lands and specifically where:

i) a plan of subdivision is not required to ensure the proper and orderly development of the lands. A plan of subdivision shall generally be required where more than four lots are being created;

ii) the proposed consent will not adversely affect the financial status of the City;

iii) the proposed use is *compatible* with adjacent land uses and in an existing built-up residential area the lot size, frontage and configuration of the severed and retained lots shall generally be in keeping with the existing development in the area;

iv) the proposed severed and retained lots front on, and have direct access from, an improved public road which is maintained on a year-round basis by the municipality;

- notwithstanding Section 7.1.12. a) iv), the property municipally known as 600 Sundial Drive may share access to an improved public road and grant access over the retained lands to one (1) severed lot that does not have direct access from a municipally-owned public road;

v) the access to the proposed severed and retained lots shall not create a traffic hazard or serve to increase an existing traffic hazard as a result of limited sight lines, curves or grades;

vi) if the lot is proposed to have direct access from a Provincial Highway, an entrance permit is available from the appropriate authority for the severed and retained lot;

vii) the additional lot does not limit the potential for development of the retained lands and adjacent lands;

viii) the proposed severed and retained lots can be adequately serviced with municipal sewer and water; or for lands designated as Area Specific Policies in Section 4.2 of this Plan where municipal sewer and water service is not existing or planned, consent may be granted on residential lots dependent on individual septic systems and wells subject to a condition that connection will be made to the municipal system if and when available at the expense of the property owner and provided that the proposal conforms to Policies 4.7 m) and 4.2. b) iv) of this Plan with respect to the Lake Simcoe Protection Plan and South Georgian Bay Lake Simcoe Source Protection Plan;

ix) the lot frontage and area of the proposed severed and retained lots are adequate for the existing and proposed uses and comply with the Zoning By-law with the exception of a consent to separate legally existing uses. Where it is not possible to comply with the Zoning By-law requirements for frontage and/or area, a Minor Variance Application or Zoning By-law Amendment shall be submitted concurrently with the Consent Application;

x) the proposed severed and retained lots do not have disproportionate depth and width;

xi) if the proposed severed and/or retained lots are in an area of unstable soils, the City is satisfied through a geotechnical soils report that the severed and retained lots are suitable for the proposed development;

xii) the consent will not negatively impact a Heritage Site; and,

xiii) if the proposed severed and/or retained lots are adjacent to any Environmental Protection Area or Potential Environmental Linkage as shown on Schedule “A” to this Plan, the consent will not result in negative impacts as demonstrated through an Environmental Impact Study prepared in accordance with this Plan.

7.1.12.2 Consent for Technical or Legal Purposes

a) A consent for technical or legal purposes may be permitted provided that the lots that are the subject to the application comply with or can be brought into compliance with the Zoning By-law.

b) Notwithstanding Policy 7.1.12.2 (a), in the case of an accidental merger of two or more adjacent lots that were historically separate, the original configuration of the lots may be restored through consent even in the case where the resultant lots do not comply with the frontage and area provisions of the implementing Zoning By-law, provided that the City has satisfactory evidence of the original configuration of the lots.

7.1.12.3 Conditions of Approval

a) The Committee of Adjustment may apply any conditions deemed reasonable by the Committee to a consent including, but not limited to, the following:

i) dedications for appropriate road widenings or 0.3 metre reserves;

ii) the payment of taxes and other charges as established by the City;

iii) the dedication of land for park purposes or the payment of cash-in-lieu of parkland;

iv) provision for the extension of municipal services and stormwater management;

v) the submission of a registered reference plan to the Committee of Adjustment prior to the consent being finalized;

vi) site plan approval;

vii) entering into one or more Agreements, which are to be registered on title, dealing with such matters as the Committee considers necessary; and,

viii) any other conditions considered appropriate by the Committee.

b) All conditions imposed by the Committee shall be to the satisfaction of and at no cost to the City.

7.1.13 PART LOT CONTROL EXEMPTION

a) Part Lot Control Exemption that has the result of creating new lots may be used only where a developer has been authorized by the City through a Development Agreement or otherwise to utilize this method of creating new lots. In all other cases, either a Plan of Subdivision or Consent shall be required in order to create new lots.

7.1.14 PARKLAND DEDICATION

a) Parkland dedication will occur in accordance with the provisions of the *Planning Act* and in consideration of the other policies of this Plan. The City may accept cash-in-lieu of parkland, and shall use any funds collected to either enhance the supply of public parkland or trails, or improve the facilities within any existing City-owned park, or City-owned trail.

7.1.15 BROWNFIELD REDEVELOPMENT

a) The City shall promote and encourage brownfield redevelopment in accordance with Provincial regulations and the land use policies of this Plan. In order to facilitate such redevelopment the City may consider such tools as community improvement, as set out in Section 7.4.2.

7.1.16 LAND USE COMPATIBILITY

a) Development within and adjacent to the Business Park/Industrial and Light Industrial Service designations shall ensure that incompatibility between industrial and sensitive land uses due to noise or air emissions are minimized. The City shall consider all applicable Provincial regulations and guidelines regarding land use compatibility when approving development within and adjacent to the Business Park/Industrial and Light Industrial Service designations.

7.1.17 PROPERTY STANDARDS

a) Council may enact By-laws pursuant to the *Building Code Act*, setting forth minimum standards for maintenance and occupancy for all buildings and structures. These By-laws should have regard for any or all of the following matters or related items and set appropriate standards or conditions:

i) the physical conditions of yards and passageways including the accumulation of debris and rubbish;

ii) the adequacy of sanitation including drainage, waste disposal and garbage;

iii) the physical condition of accessory buildings; and,

iv) the physical conditions of dwellings or dwelling units, commercial and industrial properties.

7.2 NON-CONFORMING USES

7.2.1 GENERAL

a) As a general rule, existing uses that do not conform with the policies of this Plan should gradually be phased out so that the affected land use may change to a use which is in conformity with the goals of the Official Plan and the intent of the implementing Zoning By-law. In some instances, it may be necessary and practical to allow the replacement, extension or enlargement of non-conforming uses or to allow the conversion of the existing use to a more appropriate use through the approval of the Committee of Adjustment or by placing the use in an appropriate zone in the implementing Zoning By-law. In doing so, regard shall be had to the following options:

i) the feasibility of acquiring the property for holding, sale, lease or development by the City for a more appropriate permitted use;

ii) the possibility of relocating the non-conforming use to another site; and,

iii) the impact of the proposed replacement or change in use upon adjacent properties.

7.2.2 RECOGNITION OF EXISTING USES AND PREVIOUS DEVELOPMENT APPROVALS IN THE IMPLEMENTING ZONING BY-LAW

a) Legally existing uses which do not conform with the other policies of this Official Plan may be zoned in an Implementing Zoning By-law in accordance with their present use.

b) The following lands may be zoned in an Implementing Zoning By-law in accordance with their existing site-specific development approvals which do not conform to the other policies of this Official Plan provided the Implementing Zoning By-law is consistent with the Provincial Policy Statement and conforms to applicable Provincial Plans:

i) Those lands designated “Employment Lands – Community Commercial” as shown on Schedule ‘A’ to this Plan lying south of Highway 12 between West Ridge Boulevard and Highway 11.

ii) Those lands designated “Living Area – Stable Neighbourhood” as shown on Schedule ‘A’ to this Plan which are described as

- 225 Bay Street
- 1030 and 1040 Mississaga Street West
- 85 Fittons Road West
- 395 Gill Street
- 80, 90 and 100 Orchard Point Road
- 48 Orchard Point Road
- 51 Clifford Street

7.2.3 EXPANSION

a) If the property is not to be acquired by the City in accordance with the provisions of Section 7.2.1, or the use cannot be re-located, the Committee of Adjustment may, without an Amendment to this Plan, allow extensions or enlargement to a building associated with a non-conforming use. Prior to such approval, the Committee shall consider the following:

i) the size of the extension or enlargement in relation to the existing operation;

ii) whether the proposed extension or enlargement is *compatible* with the character of the surrounding area;

iii) the characteristics of the existing use in relation to noise, vibration, fumes, dust, smoke, odours, lighting and traffic generation and the degree to which any of these factors may be increased or decreased by the extension or enlargement; and,

iv) the possibilities of reducing these nuisances through buffering, building setbacks, landscaping, Site Plan Control and other means to improve the existing situation, as well as minimize the problems from extension or enlargement.

7.3 NON-COMPLYING BUILDINGS, STRUCTURES OR LOTS

a) A non-complying building, structure or lot is defined as one that was legally established and does not comply with the regulations and performance standards of the implementing Zoning By-law. A non-complying building or structure may be enlarged, repaired or renovated provided that the enlargement, repair or renovation:

i) does not further increase a situation of non-compliance;

ii) complies with all other applicable provisions of this Plan and the implementing Zoning By-law; and,

iii) will not pose a threat to public health or safety.

b) A non-complying lot in existence prior to the effective date of the implementing Zoning By-law that does not meet the lot area and/or lot frontage requirements contained within the implementing Zoning By-law, may be used and buildings thereon may be erected for a purpose permitted by this Plan.

c) Non-complying lots may be enlarged by lot addition or other means available in accordance with the provisions of the *Planning Act*.

When a non-complying lot has been enlarged as permitted herein, the resultant lot may be deemed to comply with the provisions of lot frontage and lot area as stipulated in the implementing Zoning By-law. The yard setbacks and lot coverage related to any existing buildings on the resultant lot may also be deemed to comply with the provisions of the implementing Zoning By-law.

7.4 COMMUNITY IMPROVEMENT POLICIES

7.4.1 INTENT

a) The Community Improvement provisions of the *Planning Act* allow municipalities to prepare community improvement plans for designated community improvement project areas that require community improvement as the result of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

b) The purpose of the Community Improvement policies in this Plan is to provide a comprehensive framework for the designation of community improvement project areas and the preparation, adoption and implementation of community improvement plans by the City that promote the maintenance, rehabilitation, redevelopment and revitalization of the physical, social and economic environment in the municipality.

c) The City will encourage the community to become actively involved in Community Improvement Plans and projects. The public will be consulted during the process of developing Community Improvement Plans and consultation with businesses and residents will be undertaken.

7.4.2 GOALS

a) The goals of community improvement are to:

i) preserve, rehabilitate and redevelop the existing built environment;

ii) maximize the use of existing public infrastructure, facilities and amenities;

iii) coordinate private and public community improvement activities;

iv) promote development and redevelopment that is sustainable in nature;

v) guide the City in setting priorities for municipal expenditure respecting community improvement projects;

vi) participate, wherever possible, in Federal and/or Provincial programs to facilitate community improvement; and,

vii) reconcile existing land use conflicts and minimize future land use conflicts.

7.4.3 COMMUNITY IMPROVEMENT PLANS

a) Community Improvement Plans may be prepared and adopted by the City to achieve one or more of the following objectives:

i) encourage the renovation, repair, rehabilitation, redevelopment or other improvement of lands and/or buildings, including environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes, or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities;

ii) encourage the preservation, restoration, adaptive reuse, maintenance and improvement of designated heritage buildings/properties and other historically or architecturally significant buildings/properties;

iii) encourage the preservation and enhancement of existing commercial areas through the stimulation of private sector investment, especially in Downtown Orillia;

iv) maintain and improve the physical and aesthetic qualities and amenities of streetscapes, especially in Downtown Orillia;

v) encourage maximum use of existing public infrastructure through the infilling, intensification and redevelopment of lands and buildings which are already serviced with municipal services;

vi) maintain and improve municipal services including water distribution, sanitary sewers, stormwater management, roads, sidewalks, and street lighting;

vii) maintain and improve the transportation network to ensure adequate traffic flow, pedestrian circulation and parking facilities, especially in Downtown Orillia;

viii) encourage the restoration, maintenance, improvement and protection of natural habitat, parks, open space, recreational and heritage facilities and amenities;

ix) encourage the development of an adequate supply of affordable housing which meets the needs of local residents;

x) encourage the eventual elimination and/or relocation of incompatible land uses, and where this is not feasible, encourage physical improvements to minimize the incompatibility;

xi) encourage community improvement activities which contribute to a strong economic base including commercial, industrial, recreational and tourism activity and job creation;

xii) promote and encourage the rehabilitation, re-use and redevelopment of brownfield sites;

xiii) improve environmental conditions;

xiv) improve social conditions;

xv) promote cultural and tourism development;

xvi) facilitate and promote community economic development; and,

xvii) improve community quality, safety and stability.

7.4.4 DESIGNATION OF COMMUNITY IMPROVEMENT PROJECT AREA(S)

a) Council may designate by by-law one or more Community Improvement Project Area(s), the boundary of which may be part or all of the municipality.

b) For an area to be designated as a Community Improvement Project Area, it must satisfy at least one, and preferably more than one of the following general criteria:

i) deficiencies or deterioration of physical infrastructure including but not limited to the sanitary sewers, storm sewer system, watermains, roads, sidewalks, curbs, street lighting, street furniture, municipal and private parking and loading facilities;

ii) deficiencies or deterioration in the level of community and recreation facilities such as public open space, parks, community centres, libraries, arenas, gymnasiums, ball diamonds and similar types of facilities;

iii) buildings, building facades, and/or property, in need of maintenance, preservation, restoration, repair, rehabilitation, energy efficiency or renewable energy improvements, or redevelopment;

iv) presence of buildings and/or lands of architectural or heritage significance;

v) commercial and mixed use areas with high vacancy rates and/or poor overall visual quality of the built environment, including but not limited to, building facades, streetscapes,

public amenity areas and urban design, especially such areas that form part of a Business Improvement Area;

vi) vacant lots and/or underutilized properties and buildings which have potential for infill, intensification or redevelopment to better utilize the land base, particularly where there is the potential for mixed use development or the introduction of additional residential units;

vii) non-conforming, conflicting, encroaching or incompatible land uses or activities that result in conflicts that threaten to disrupt the predominant land use and/or economic function of the area;

viii) demonstrated problem or deficiency associated with the circulation and/or access of traffic;

ix) human-made hazards which should be eliminated in order to ensure a greater degree of public safety and to further enhance the community function;

x) a shortage of land to accommodate widening of existing rights-of-way, building expansion, parking and/or loading facilities;

xi) inadequate outside storage facilities;

xii) flood prone areas;

xiii) known or suspected environmental contamination;

xiv) other significant barriers to the repair, rehabilitation or redevelopment of underutilized land and/or buildings; and,

xv) other significant environmental, social or community economic development reasons for community improvement.

c) Priority for the designation of Community Improvement Project Areas and the preparation and adoption of Community

Improvement Plans shall be given to the following areas, as determined by Council:

i) Downtown Orillia;

ii) those areas where the greatest number of criteria for selection of Community Improvement Project Areas are present; and/or,

iii) those areas where one or more of the criteria for selection of Community Improvement Project Areas is particularly acute; and/or,

iv) those areas where one or more of the criteria for selection of Community Improvement Project Areas exists across the municipality or large part of the municipality.

d) The phasing of community improvements shall be prioritized to:

i) permit a logical sequence of improvements to occur without unnecessary hardship on area residents and the business community;

ii) reflect the financial capability of the City to fund community improvement projects;

iii) implement those improvements that will most substantially improve the aesthetic, environmental and service qualities of a community improvement project area;

iv) take advantage of available senior government programs that offer financial assistance for community improvement efforts; and,

v) coordinate the timing of related capital expenditures from various municipal departments with departmental priorities.

7.4.5 IMPLEMENTATION OF COMMUNITY IMPROVEMENT PLAN(S)

a) In order to implement a Community Improvement Plan in effect within a designated Community Improvement Project Area, the City may undertake a range of actions, including:

i) the municipal acquisition of land and/or buildings and the subsequent;

   I. clearance, grading, or environmental remediation of these lands and properties;

   II. repair, rehabilitation, construction or improvement of these properties;

   III. sale, lease, or other disposition of these properties to any person or governmental authority;

   IV. other preparation of land or buildings for community improvement.

ii) provision of public funds such as grants and loans to owners of land and their assignees;

iii) programs and measures to promote energy efficient development, redevelopment and retrofit projects;

iv) provision of information on municipal initiatives, financial assistance programs, and other government assistance programs;

v) coordination of public and private redevelopment and rehabilitation by providing administrative and liaison assistance;

vi) application for financial assistance from and participation in senior level government programs that provide assistance to municipalities and/or private landowners for the purposes of community improvement;

vii) agreements with any government authority or agency for the preparation of studies, plans and programs for the development or improvement of a Community Improvement Project Area;

viii) discussions and negotiations with owners of properties which are substandard with respect to maintenance, and if such discussions and negotiations are unsuccessful, enforcement of the Municipality's Property Standards By-Law;

ix) support of the preservation and restoration of historic and/or architecturally significant buildings and districts through the Ontario *Heritage Act*, *1990*, in accordance with policies in Section 5.0 of this Plan, and the use of funding programs under that Act;

x) continued support of existing Business Improvement Areas, and the encouragement of the establishment of new Business Improvement Areas and the expansion of existing Business Improvement Areas in an effort to maintain strong and vital commercial areas;

xi) support for and co-operation with local service clubs and other organizations in the development of recreation and other facilities and services in a Community Improvement Project Area; and,

xii) continued enforcement of the City's Zoning By-law, Property Standards By-law, Sign By-law, and other related municipal by-laws and policies.

b) All developments participating in programs and activities contained within Community Improvement Plans shall conform with the policies contained in this Plan, the Zoning-By-law, Property Standards By-law, and all other related municipal policies and by-laws.

c) Council shall adopt such special measures as permitted from time to time by Provincial Statute as may be necessary to implement the goals and objectives for Community Improvement.

7.5 CAPITAL AND PUBLIC WORKS

a) The extension or development of capital or public works will be carried out in accordance with the policies of this Plan. The City shall prepare from time to time, a separate staging program to guide implementation of features of this Plan. This program shall be aware of changing conditions of supply and demand for services and significant changes in economics and technology. In order to equitably assess and distribute the costs of public improvements, the City may levy against benefiting properties all or part of the cost of public *infrastructure*, services and facilities and may enter into agreements in respect of same.

b) Public buildings, structures, easements or rights-of-way may be considered within any land use designation, and only permitted in the Environmental Protection Area in accordance with Section 3.5.3.

Infrastructure may be considered, within any designated area, provided suitable buffering and screening from adjacent uses are provided. Wherever possible, *infrastructure* should not be located on lands designated Environmental Protection Area, Potential Environmental Linkages or Parkland and Major Open Space. Where *infrastructure* is proposed on lands designated Environmental Protection Area, Potential Environmental Linkages or Parkland and Major Open Space, an Environmental Impact Study shall be undertaken in accordance Section 7.1.9 of this Plan.

7.6 LAND ACQUISITION

a) The City may acquire land to implement any feature of this Plan in accordance with the provisions of Provincial Statutes and Regulations.

b) Municipal land assembly for employment uses shall be encouraged in appropriate locations designated as ‘Business Park/Industrial’ and ‘Major Institutional’ designations.

7.7 PARKING

a) In order to provide adequate off-street parking in the ‘Downtown Area’, the City will, from time to time, assess parking needs. When

necessary, and where property becomes available in suitable locations, the City may acquire property so as to reduce parking deficiencies.

All new development in the 'Downtown Area', except in the 'Historic Main Street' designation, shall be encouraged to provide sufficient parking to accommodate the proposed use whether independently or in common with other downtown merchants. If such parking cannot be provided in the 'Downtown Area', the City may collect cash-in-lieu to be used expressly for the provision of additional parking spaces in an appropriately defined area.

b) Parking for all uses outside the 'Downtown Area' should be provided entirely on-site.

7.8 PUBLIC PARTICIPATION

a) The City shall undertake a program that increases public awareness of the complexities of land use and resource management planning. The City shall encourage the active participation of citizens and citizen groups during the preparation of Amendments to this Plan or the Zoning By-law.

b) In order to encourage public participation, development proponents may be required to host an open house with neighbouring landowners prior to consideration of the application by the City Council.

c) Applicants applying for Official Plan Amendments, Zoning By-law Amendments, Draft Plans of Subdivisions and Draft Plans of Vacant Land Condominium shall be required to undertake a Consultation Strategy whereby the applicant will undertake consultation with the public and report to the City on the consultation approach and results prior to the City scheduling the Public Meeting.

d) At the discretion of the City, an applicant applying for a Minor Variance may be required to undertake a Consultation Strategy. This will require the applicant to undertake consultation with the public and report to the City on the consultation approach and

results prior to the City holding the Committee of Adjustment Hearing for the application.

7.9 PERFORMANCE MONITORING

a) The City shall prepare an annual report outlining how the Plan is being implemented. This report shall include:

i) the number of building permits issued for residential, industrial, institutional and commercial buildings and delineated by land use designation;

ii) a summary of the mix of housing created, delineated by the number of dwelling units and/or beds created in each form of housing;

iii) an estimate of population and employment growth;

iv) the percentage of residential lots and/or dwelling units created within the Built Boundary, in relation to those lots and/or dwelling units created outside of the Built Boundary;

v) the percentage of *affordable housing* dwelling units created in relation to the total number of dwelling units created;

vi) the overall density of residents and jobs created per hectare outside of the Built Boundary delineated by land use designation;

vii) the number of new additional dwelling units created in each land use designation;

viii) a summary of applications for Zoning By-law Amendments;

ix) a summary of applications to amend this Plan;

x) an assessment of the remaining capacity in the sewage treatment plant and water supply system; and,

xi) a summary of policy and mapping interpretation matters that may have arisen through the implementation of this Plan.

8.0 INTERPRETATION

8.1 INTERPRETATION OF BOUNDARIES

a) The boundaries identified on the Schedules to this Plan are approximate except where they meet with roads, railway lines, pipeline routes, transmission lines, the shoreline or other clearly defined physical features, and in these cases, are not open to flexible interpretation. Where a Highway separates land use designations the Plan shall be interpreted such that the centre line of the Highway represents the boundary between designations. Where the general intent of the document is maintained, minor adjustments to boundaries will not require amendment to this Plan.

b) It is recognized that the boundaries of the 'Environmental Protection Area' designation may be imprecise and subject to change. The City shall determine the extent of the environmental areas on a site-by-site basis when considering development proposals, upon receipt of an Environmental Impact Study, in consultation with the appropriate agencies.

c) Schedule 'C' will be updated through a housekeeping amendment from time to time to reflect refinements to Former Waste Disposal Sites and associated Waste Disposal Assessment Areas as a result of the completion of acceptable studies and receipt of applicable approvals.

d) Schedule 'D' will be updated through a housekeeping amendment form time to time to reflect minor refinements to the location of roads, including those which do not change the intended use of adjacent land uses as a result of the refinement.

e) Schedule 'E' is not intended to identify the precise locations of parks and trails. Schedule 'E' will be updated through a housekeeping amendment from time to time to reflect minor refinements to the locations of parks and trails.

8.2 AMENDMENTS TO THE PLAN

a) It is the intent of this Plan to serve as the basis for all land use decisions in the City to the year 2031. It is not the intent of this Plan to be utilized as the only development control document. Development controls will also be implemented through the Comprehensive Zoning By-law and other by-laws authorized by Provincial legislation. As a result, this Plan identifies enough land area for residential, commercial and employment uses to last until the year 2031.

b) It is therefore a policy of this Plan that it should only be amended when the policies of this Plan have been found not to address issues or alternatively, issues have been raised with respect to site specific proposals that must be addressed.

c) Other than the population and employment forecasts, and the intensification and greenfield density targets outlined in policy section 2.2 and where the general intent of the Plan is maintained, minor adjustments to numerical standards contained in the policies of this Plan will not necessitate an Amendment to this Plan.

d) The terms provided in the Glossary are in both their singular and plural form.

e) The City may alter the following technical matters without an amendment to the Official Plan:

   i) changes the numbers of sections or the order of sections in the Plan, but does not add or delete sections;

   ii) consolidates previously approved Official Plan Amendments in a new document without altering any approved policies, or schedules;

   iii) corrects grammatical or typographical errors in the Plan which do not affect the intent or affect the policies or schedules; and,

iv) translates measurements to different units of measure or changes references to legislation or changes to legislation where the legislation has changed.

f) In all other instances, notification to the residents of the City of public meetings held by Council shall be given in accordance with the requirements of the *Planning Act*.

g) There shall be no settlement area boundary expansions unless it is determined necessary by a *'Municipal Comprehensive Review'*.

h) The City is committed to a high calibre of urban design. The design policies of this Plan are intended to ensure a high standard of design and environmental sustainability, to provide guidance to proponents and decision-makers, and provide a framework for public expectations.

Site specific conditions and design considerations should be reflected in the urban landscape. Where warranted, the City may allow appropriately justified variances from these standards without the requirement for an amendment to this Plan, provided that the spirit and intent of the policies are respected and a high quality of design in maintained.

8.3 OFFICIAL PLAN REVIEW PROCESS

a) The assumptions, objectives and policies of this Plan shall be reviewed at least once every five years at a meeting of Council, which shall be advertised in accordance with the *Planning Act*, as amended.

b) The five-year review shall consist of an assessment of:

i) the continuing relevance of the vision that forms the basis of all policies found in this Plan;

ii) the degree to which the objectives of this Plan have been met;

iii) the effectiveness of the policies in the Plan in solving problems;

iv) whether the official plan conforms with applicable provincial plans, has regard to matters of provincial interest and is consistent with the provincial policy statement;

v) the land use designations and policies within the 'Employment Area' are appropriate; and,

vi) the change that has occurred in areas of transition.

9.0 GLOSSARY

ADJACENT LANDS OR LANDS ADJACENT

a) Adjacent lands are those lands contiguous to a *significant natural heritage feature and area* where it is likely that development or *site alteration* could have a *negative impact* on the feature or area. This definition does not apply to Policy 3.5.3.6 b).

AFFORDABLE HOUSING

a) In the case of ownership housing, the least expensive of:

   i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or

   ii) 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;

b) In the case of rental housing, the least expensive of:

   i) a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or

   ii) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

ALTERNATIVE ENERGY SYSTEMS

a) Sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. Alternative Energy Systems undertakings do not include renewable energy undertakings as defined by the *Green Energy and Green Economy Act.*

ARCHAEOLOGICAL RESOURCES

a) Includes artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon fieldwork undertaken in accordance with the Ontario Heritage Act.

AREAS OF ARCHAEOLOGICAL POTENTIAL

a) Areas with the likelihood to contain *archaeological resources*. Criteria for determining archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

AREAS OF NATURAL AND SCIENTIFIC INTEREST

a) Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

BROWNFIELD SITES

a) 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.

BUILT-UP AREA

a) All land within the *built boundary*.

BUILT BOUNDARY

a) The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5 of the Growth Plan.

CAPTURE ZONE

a) *Capture Zone* means the area surrounding a *wellhead* that supplies groundwater to the *wellhead*. A *capture zone* provides information on the time taken for a contaminant to reach a well.

COMPATIBLE

a) *Compatible* development is development that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

COMPLETE COMMUNITY

a) Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community *infrastructure* including *affordable housing*, schools, *recreation* and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

CONSERVED

a) The identification, protection, use and/or management of cultural heritage and *archaeological resources* in such as way that their heritage values, attributes and integrity are retained. This may be addressed through a Conservation Plan or Heritage Impact Statement.

CROSS JURISDICTIONAL ISSUES

a) *Cross-Jurisdictional Issues* means any issue that can be governed by more than one area of jurisdiction (i.e. between municipalities; municipalities and government agencies; or ministries, and/or municipalities and Conservation Authorities, etc.)

DENSITY TARGET

a) The *density targets* for urban growth centres and *designated greenfield areas* are defined in the Policies of the Growth Plan.

DESIGNATED GREENFIELD AREA

a) The area within a settlement area that is not *built-up area*.

ECOLOGICAL FUNCTION

a) The natural processes, products or services that living or non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

EMPLOYMENT AREA

a) Those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

ENDANGERED SPECIES

a) A species that is listed or categorized as an *"Endangered Species"* on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended for time to time.

FISH

a) *Fish*, which as defined in S.2 of the Fisheries Act, c. F-14, as amended, includes fish, shellfish, crustaceans and marine animals, at all stages of their life cycles.

FISH HABITAT

a) As defined in the Fisheries Act, c. F-14, means spawning grounds and nursery, rearing, food supply and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes.

HERITAGE CHARACTER STATEMENT

a) A *Heritage Character Statement* is a written description that identifies the cultural heritage value or significance of the said cultural heritage resource. It also describes the resource's heritage attributes and physical features that must be conserved in order to protect its cultural heritage value or significance. A *Heritage Character Statement* is prepared once a cultural heritage resource has been recommended and/or approved for heritage designation.

HERITAGE IMPACT STATEMENT

a) *Heritage Impact Statement* is a study to determine the impacts to known and potential cultural heritage resources within an area proposed for future development. The study would include an inventory of all cultural heritage resources onsite and adjacent to the planning application area. The study would also include an evaluation of the significance of the identified cultural heritage resources and would provide an overview of how the proposed development will impact the identified cultural heritage resources and neighbouring properties. The study would assess alternative development options, conservation measures, site alteration approaches and mitigation measures to conserve the cultural heritage resources. The study must also include an evaluation of potential cultural heritage resources identified, including a recommendation as to whether or not the subject property is of cultural heritage value or significance and therefore is eligible for heritage designation.

INFRASTRUCTURE

a) Physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/ telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

INTENSIFICATION

a) The development of a property, site or area at a higher density than currently exists through:

i) redevelopment, including the reuse of *brownfield sites*;

ii) the development of vacant and/or underutilized lots within previously developed areas;

iii) infill development; and,

iv) the expansion or conversion of existing buildings.

LOW AND MODERATE INCOME HOUSEHOLDS

a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or,

b) 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.

MULTI-MODAL

a) The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

MUNICIPAL COMPREHENSIVE REVIEW

a) An Official Plan Review, or an Official Plan Amendment, initiated by a municipality that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe.

NATURAL HERITAGE FEATURES AND AREAS

a) *Natural Heritage Features and Areas* means features and areas, including those listed in Section 3.5.3.2 a), which are important for their environmental and social values as a legacy of the natural landscapes of an area.

NATURAL HERITAGE SYSTEM

a) *Natural Heritage System* means a system made up of *natural heritage features and areas*, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.

NEGATIVE IMPACTS

a) *Negative Impacts* means:

i) degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or *site alteration* activities;

ii) in regard to *fish habitat*, the harmful alteration, disruption or destruction of *fish habitat,* except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and,

iii) in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive development or *site alteration* activities.

PUBLIC SERVICE FACILITIES

a) Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and cultural services. *Public service facilities* do not include *infrastructure*.

RECREATION

a) Leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

RENEWABLE ENERGY SYSTEMS

a) The production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy. These systems have the same meaning as a renewable energy undertaking under the *Green Energy and Green Economy Act*.

SENSITIVE LAND USES

a) Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, child care centres, and educational and health facilities.

SIGNIFICANT

a) *Significant* means:

i) in regard to *wetlands* and *areas of natural and scientific interest*, an area identified as provincially *significant* by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;

ii) *Significant woodlands* in the context of Orillia:

- Comprise an area of two (2) or more contiguous hectares based on the spatial extent of the woodland

irrespective of ownership. S*ignificant* w*oodland* areas are considered contiguous even if intersected by narrow gaps of 20 metres in width or less; and,

- Have at least:
    - 1,000 trees, of any size, per hectare, or
    - 750 trees, measuring over five centimetres in diameter, per hectare, or
    - 500 trees, measuring over 12 centimetres in diameter, per hectare, or
    - 250 trees, measuring over 20 centimetres in diameter, per hectare,
    - but do not include a cultivated fruit or nut orchard or a plantation established for the purpose of producing Christmas trees ; and,
- Are treed areas, woodlots and forested areas which have substantive ecological functional importance due to a combination of characteristics such as species composition and distribution, age of trees, stand history, and the ability to provide core habitat. Their contribution to the broader landscape in terms of potential social, cultural and recreational attributes due to location, size and configuration are also to be considered.

iii) in regard to other features and areas in Section 3.5.3.2 a), ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*.

SITE ALTERATION

a) Activities, such as grading, excavation and the placement of fill that are subject to the City's Site Alteration By-law that would change the landform and natural vegetative characteristics of a site.

THREATENED SPECIES

a) A species that is listed or categorized as a "*Threatened Species*" on the Ontario Ministry of Natural Resources official species at risk list, as updated and amended from time to time.

TRANSPORTATION SYSTEMS

a) A system consisting of corridors and rights-of way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, intermodal terminals, harbours, and associated facilities such as storage and maintenance.

VALLEYLANDS

a) A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

VEGETATION PROTECTION ZONE

a) A vegetated buffer area extending from the edge of the Lake Simcoe Shoreline.

WELLHEAD

a) *Wellhead* means the location of an operating municipal well that provides water to a public water supply system.

WELLHEAD PROTECTION AREA

a) *Wellhead Protection Area* means an area surrounding a *wellhead* that is related to the *wellhead* and within which it is desirable to regulate or monitor drinking water threats.

WETLANDS

a) Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens.

Periodically soaked or *wetlands* being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be *wetlands* for the purposes of this definition.

WILDLIFE HABITAT

a) Areas 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 lifecycle and areas which are important to migratory or non-migratory species.

WOODLANDS

a) Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as Treed areas that provide environmental and economic benefits to both the private landowner and the general public such as erosion prevention, hydrological and nutrient cycling, enhancement of air quality, provision of wildlife habitat, outdoor recreational opportunities, the sustainable harvest of a wide range of wood products and the long-term storage of carbon.

SCHEDULE OF AMENDMENTS

(for reference only – does not form a part of the Official Plan)

OPA No.	Date Adopted by Council & By-Law	Applicant	Address	Purpose of Amendment
1	August 13, 2012 2012-114	Privately Initiated (1182637 Ontario Inc.)	395 Barrie Road	To add new apartment dwellings as a permitted use on the subject lands, together with permitting parking in the front yard.
2	November 5, 2012 2012-147	Municipally Initiated	50 Penetang Street	To re-designate the City's former Community Centre lands from the "Environment/Open Space – Parkland and Major Open Space" to "Living Area –Stable Neighbourhood" to permit the re-development of the site for residential uses (i.e. townhouses).
3	May 16, 2016 By-law 2016-45	Municipally Initiated	City-wide	To amend the existing Community Improvement Policies of the Official Plan in order to establish an updated framework for Council's designation of Community Improvement Project Area(s) and preparation, adoption and implementation of Community Improvement Plans for the designated Community Improvement Project Area(s).
4	December 12, 2016 By-law 2016-125	Privately Initiated (2067060 Ontario Inc.)	340 Mississaga Street West	To permit a Neighbourhood Commercial Use (Dentist Office) greater than 250m2 per premise and to permit parking in the front yard within the Living Area - Stable Neighbourhood Designation.
5	December 12, 2016 By-law 2016-127	Charter Construction Ltd. and Mark Rich Homes	3100 Old Barrie Road, 560 Harvie Settlement Road and 610 Harvie Settlement Road	To remove Area Specific Policy 3.4.3.2 e) from 560 Harvie Settlement Road and in turn apply it to 3100 Old Barrie Road and 610 Harvie Settlement Road. This includes an amendment to "Schedule 'C' –Overlay"

SCHEDULE OF AMENDMENTS

(for reference only – does not form a part of the Official Plan)

OPA No.	Date Adopted by Council & By-Law	Applicant	Address	Purpose of Amendment
6	Feb. 13 By-law 2017-19	Bomar World and Steenhof	12 Matchedash N.	Change from Downtown Shoulder to Historic Main Street
7	March 6 By-law 2017-29	960120 Ontario Inc.	399 Barrie Road	To permit an Apartment Building within the Living Area - Stable Neighbourhood designation.

8	April 3
	By-law 2017-39
		City-Initiated Housekeeping Amendment	All of City
			
			City-Owned lands in West Orillia
				• Electric Vehicle Charging Stations Policies
				• Amend policies of the Business Park/Industrial designation to permit:
				  • Parking in Front Yard
				  • Outdoor Storage as opposed to "Limited" Outdoor Storage.
				• Mapping - University Ave

9	January 21, 2019 By-law 2019-11	City-Initiated Housekeeping Amendment	Waterfront Redevelopment Area	To create a new Area Specific Policy containing policies specific to the Waterfront Redevelopment Area Lands Accompanying mapping changes to redesignate lands to the Central Core Intensification Area
10	November 26, 2018 By-law 2018-99	City-Initiated Housekeeping Amendment	All of City	• Various Housekeeping Amendments • Source Water Protection Updates

SCHEDULE OF AMENDMENTS

(for reference only – does not form a part of the Official Plan)

OPA No.	Date Adopted by Council & By-Law	Applicant	Address	Purpose of Amendment
11	February 4, 2019 By-law 2019-16	1681177 Ontario Inc.	460 West Street South	To add "automotive related uses including vehicular sales and service" as a permitted use on the subject property.
12	January 18, 2021 By-law 2021-5	City-Initiated Housekeeping Amendment	All of City	• Allow two Additional Dwelling Units on residential properties • Bring OP into compliance with LSPP & 2019 MMTMP • Remove height bonusing • Various HK amendments
13	February 8, 2021 2021-12	1872910 Ontario Inc.	1382 Wilson Point Road	• to permit the development of one 0.88 hectare lot on private services at 1382 Wilson Point Road.
14	June 28, 2021 2021-63	County of Simcoe	250 West Street North (formerly 2 Borland St)	• Regional Hub • to permit a Gross Floor Area for "Local Convenience / Service Retail" uses, greater than 750 m2 within the "Living Area – Intensification Area Designation".
15	October 3, 2022 2022-105	City-Initiated Housekeeping Amendment	All of City	• Bring OP into compliance with changes to the Planning Act in Bill 109, "More Homes for Everyone Act, 2022". Changes to requirements for complete applications.
16	October 3, 2022 2022-109	Accutrac Property Management	100 Colborne Street West	• Permit an office not associated with or ancillary to the health care industry
17	January 16, 2023 2023-001	2440536 Ontario Inc.	600 Sundial Drive	• to permit the development of two (2) new Apartment Dwelling buildings with heights of twelve (12) and fourteen (14) storeys within the "Living Area- Intensification Area" and to permit parking in the front yard.

SCHEDULE OF AMENDMENTS

(for reference only – does not form a part of the Official Plan)

OPA No.	Date Adopted by Council & By-Law	Applicant	Address	Purpose of Amendment
				• also to facilitate a future Consent application to sever the fourteen (14) storey building and associated lands from the balance of the property and provide access over the balance of the property where direct access is not available to a municipally maintained road.
18	March 20, 2023 2023-029	2668363 Ontario Inc.	1033 Mississauga St. W.	• To permit an apartment building and live-work units within the "Living Area – Stable Neighbourhood Area Designation".
19	June 5, 2023 2023-042	Charter Construction LP/Mark Rich Homes Limited	735, 825, 87 &, 925 Line 15 North with Part of East ½ Lot 6, Concession 2, Township of Orillia, now City of Orillia	• Trailside Neighbourhood Plan
20	April 8, 2024 2024-044	City-Initiated Housekeeping Amendment		• Bring Official Plan into compliance with Bill 23, More Homes, Built Faster Act, 2022 • Permit up to three units in Semi-Detached Dwellings and Townhouse Dwellings
21	September 9, 2024 2024-095	City-Initiated Housekeeping Amendment		• Redesignate all properties on Orchard Point, except those with frontage on Atherley Road, from the "Living Area – Intensification Area" designation to the "Living Area – Stable Neighbourhood" designation
22	March 3, 2025 2025-019	Joe Trombly Automotive Services Ltd.	67 Colborne Street West	• Lands to be removed from the "2-4" Height Restriction and placed into the "2-6" Height Restriction

SCHEDULE OF AMENDMENTS

(for reference only – does not form a part of the Official Plan)

OPA No.	Date Adopted by Council & By-Law	Applicant	Address	Purpose of Amendment
23	April 7, 2025 2025-030	City-Initiated Housekeeping Amendment		• to bring the City's Official Plan into compliance with the Housing Accelerator Fund Contribution Agreement between the City and Canada Mortgage and Housing Corporation dated December 23, 2024. • include a Waste Management Plan to the list of required studies for complete applications.