

PART 2

LAND USES POLICIES

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2.1 INTRODUCTION

The policies contained within PART 2 provide land use and development directions for the entire City. Land use in the City is organized into several designations and policies are set out addressing each use. All of the lands in the City are designated for their respective land use category on Schedule "A" - Land Use Plan.

2.2 RURAL AREA

main permitted uses

2.2.1 Agricultural uses will be the main permitted uses of land and will be given the highest priority in the Rural Area. Non-agricultural uses will generally be discouraged in the Rural Area and will be directed to appropriate urban areas to preserve agricultural land and to avoid conflicts between farm and non-farm land uses.

Agricultural uses include the growing of crops, including nursery and horticultural crops; raising of animals for food, recreation, or fur, including poultry and fish; aquaculture; agro-forestry; maple syrup production; apiaries; and associated on-farm buildings and structures including accessory farm dwellings.

other permitted uses

2.2.2 Other uses permitted will include:

- a) uses that are secondary to the principal agricultural use of the property, including home occupations, bed and breakfast establishments, and uses that produce value-added agricultural products from the farm operation on the property;
- b) farm related commercial and farm related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation;
- c) public parkland but not campgrounds;
- d) existing cemeteries and crematoria;
- e) fish and game farms;
- f) petroleum resources exploration and extraction facilities subject to the regulations of the Petroleum Resources Act as amended from time to time and the conditions of [Section 2.9](#);
- g) conservation uses;
- h) limited residential uses;
- i) kennels;
- j) mineral, non-mineral and aggregate exploration and extraction, subject to delineation on Schedule "A" and to the conditions of [Section 2.9](#), Resource Extractive;
- k) new or expanded veterinary operations provided a minimum separation distance is maintained from noise and odour sensitive uses; and

- l) existing local institutional uses which service the rural community such as churches, schools and community centres.

lot size

2.2.3

The minimum lot size for agricultural uses will generally be **35 hectares** in order to discourage the unwarranted fragmentation of farmland. This is not intended to prevent the creation of a limited number of smaller farm parcels required for the type of agriculture proposed, such as specialty crop production. Leasing of land should also be considered as an alternative to creating small farm parcels. This Plan supports the provision of agricultural land parcels of sufficient size for long term agricultural use recognizing the need to maintain maximum flexibility for farm operators to engage in differing types and sizes of agricultural operations.

Existing parcels of insufficient size for agricultural use will be encouraged to amalgamate with adjoining farm lands where possible.

right to farm concept

2.2.4

In the Rural Area agriculture is the primary long term land use. Other uses, particularly non-farm residential, are attracted to the rural area by lower land prices, and by the image of quiet, peaceful open space. Normal farm practices create odours, noise and dust associated with livestock, and heavy machinery, and involve early morning and late evening activities especially during planting and harvesting periods.

The main purpose of the Rural Area is to provide a secure land base for agricultural activities. The City supports the 'Right-to-Farm concept', and when applying the policies of this Plan, agricultural uses will be given priority over all others in the Rural Area.

minimum distance separation

2.2.5

New land uses, including the creation of lots, and new or expanding livestock facilities will comply with the Minimum Distance Separation formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

nutrient management

2.2.6

No person shall erect, alter or expand any livestock barn or manure storage facility within the rural area except in conformity with the provisions of the County's Nutrient Management By-law and the City's Zoning By-law.

agricultural practices

2.2.7 The City will encourage landowners to employ farm management practices that are sensitive to the natural environment, including the following:

- a) cultivation methods aimed at minimizing erosion, such as ‘no-till’ cultivation;
- b) re-establishment of natural features;
- c) planting of stabilizing vegetation on creek flats and slopes to minimize erosion and run-off;
- d) proper construction of drainage tile outlets to minimize erosion along water courses;
- e) restricting livestock access to watercourses;
- f) appropriate application of fertilizers and herbicides to minimize chemical run-off;
- g) proper storage, handling and disposal of hazardous and non-hazardous pollutants;
- h) maintaining a buffer strip along watercourses, ditches and open drains; and
- i) the preparation of nutrient management plans.

new farm lots

2.2.8 The creation of new agricultural lots will be permitted where:

- a) the severed and retained lots are of sufficient size for agricultural use, including adequate land for manure utilization from livestock on the property;
- b) the severed and retained lots are of a nature and size, and have soil and drainage characteristics that are suitable to support an efficient farm unit and to provide meaningful on-site farm employment;
- c) the size of the severed and retained lots conform to the requirements of the Zoning By-law;
- d) despite the lot area requirement of [Section 2.2.3](#), land may be severed from a farm parcel for lot addition purposes provided that the retained lot is a minimum of **35 hectares** and the severed land is added to an abutting agricultural land holding; and
- e) land can be severed for agricultural purposes from a non-agricultural lot provided that the severed land is added to an abutting agricultural lot. The retained non-agricultural lot must meet the minimum lot size required for water supply and sewage disposal.

secondary uses

- 2.2.9** On-farm economic diversification will be encouraged as a means of contributing to the economy of the Rural Area. Such uses will be subject to the following policies:
- a) the use must be clearly secondary to the principle agricultural use of the lot;
 - b) the uses may include home occupations, bed and breakfast, and uses that produce value-added agricultural products from the farm operation on the property;
 - c) any buildings or structures associated with such uses should be of a design and style that will allow for ease of conversion to an agricultural use if the secondary use should cease;
 - d) appropriate development standards may be contained in the Zoning By-law regarding the maximum floor area for such uses, signage, access, parking, outside storage, etc.;
 - e) site plan approval and site plan agreements may be required; and
 - f) the severance of secondary uses from the farm lot will not be permitted.

agricultural related uses

- 2.2.10** Agricultural related commercial and industrial uses necessary in the Rural Area and compatible with agricultural activity are permitted. Examples of such uses include, but are not limited to, grain dryers, feed mills, grain and seed storage facilities, agricultural products and produce processing facilities, bulk farm supply dealers, farm machinery sales and service, and livestock assembly points.

Such uses will be subject to the following policies:

- a) the use is directly related to the agricultural industry and requires a location in close proximity to agricultural activities;
- b) the need and demand for the use at the location proposed can be demonstrated to the satisfaction of the City;
- c) the use is located on the least productive agricultural land, where possible;
- d) the use is located on a road capable of accommodating the traffic generated, with arterial and collector roads being the preferred location for such uses;
- e) the requirements of the Province, the County and the City (or its designated agent) regarding water supply and sewage disposal can be met;
- f) a site specific Zoning By-law amendment is obtained;

- g) the use is located in conformity with the Minimum Distance Separation formulae and does not adversely impact surrounding agriculture activities;
- h) the use does not negatively affect environmental features; and
- i) the use will be compatible with existing development in the area. Severances for agricultural-related commercial and industrial uses may be considered where the lot is being severed from an agricultural lot that is greater than **35 hectares** in size. Despite this lot area requirement, the lot may be severed from an agricultural lot that is less than **35 hectares** provided that the agricultural land is added to an abutting agricultural lot.

residential uses

2.2.11 Residential uses permitted are as follows:

- a) new single detached dwellings accessory to agriculture;
- b) existing single-detached non-farm dwellings ;
- c) new single-detached non-farm dwellings, constructed on vacant lots existing on the date of adoption of this Plan, and held in distinct and separate ownership from abutting lands, subject to the following conditions:
 - i) the lot is suitable for residential construction;
 - ii) the lot meets the requirements of the Province, the County and the City regarding water supply and sewage disposal;
 - iii) the lot is located in conformity with the Minimum Distance Separation formulae and does not adversely impact surrounding agriculture activities;
 - iv) direct access is available from an improved year round public road and the access does not result in traffic hazards due to poor sight lines or proximity to an intersection;
 - v) where access is available to a public road across an abandoned railway line it shall be accepted as access to an improved public road;
 - vi) a site specific Zoning By-law amendment is obtained;
- d) a severance to create a new non-farm lot may be permitted to dispose of a surplus farm residence, or for infilling purposes, subject to a site specific Zoning By-law amendment, provided Council is satisfied that the lot to be created and the proposed retained farm lot complies with the following policies:
 - i) the surplus farm residence is one of two or more existing habitable farm residences built prior to 1978 and surplus to the farm; or, an existing farm residence that is rendered surplus as a result of farm consolidation, meaning

- the acquisition of additional farm parcels to be operated as one farm operation;
- ii) infilling will be limited to the creation of one residential lot between two existing non-farm residences which are on separate lots of **2 hectares** or less and which are situated on the same side of the road and are not more than **100 metres** apart;
 - iii) only one non-farm single-detached residential lot will be permitted to be severed from an original farm lot;
 - iv) the new parcel must be between **0.8** and **2 hectares** in size, and the retained parcel must be at least **19.5 hectares** in size;
 - v) the new parcel must be severed from an existing farm parcel;
 - vi) the proposed non-farm single-detached dwelling lot meets the requirements of the Province, the County, the Health Unit and the City regarding water supply and sewage disposal; and
 - vii) the new lot must meet the conditions set out in [Section 2.2.11 c\)](#) of this Plan.

Permitted residential uses may include accessory uses, including home occupations and bed and breakfast establishments.

non-farm lot size

2.2.12 New non-farm lots will be limited in size so that a minimum of land is taken out of agriculture uses, and will be located on the least productive land where possible. The lot size and shape will be consistent with expected current and future needs with respect to water supply and sewage disposal.

agricultural industry and rural character

2.2.13 The maintenance of the agricultural industry in the Rural Area and the preservation of the rural characteristics of the area will be encouraged.

transportation and utility corridors

2.2.14 Where a new transportation or utility corridor crosses a farm operation, the transportation authority or utility will be encouraged to select a route which causes the least disruption to farm operations and productivity where such routing is practical and environmentally acceptable. One option to be considered is the routing of such facilities along the edge of the farm.

Wherever possible 'easements' should be used to accommodate new utility corridors rather than create separate and distinct lots.

woodlots

2.2.15 It is the policy of the City that development in wooded parts of the Rural Area, including all major woodlots, be discouraged. Land severances for non-farm related uses and amendments to the Zoning By-law to permit non-farm uses will generally not be allowed.

This Plan recognizes the importance of trees to agriculture due to their wind protection and moisture holding capabilities. Existing woodlots will be protected in accordance with the Lambton County Tree Protection By-law that regulates the cutting of certain trees and woodlots.

This Plan encourages reforestation and conservation of woodlots.

petroleum related facilities

2.2.16 The development and use of buildings and structures required to house pumping equipment and storage facilities for pumped material, related to the petroleum industry, awaiting shipment to other locations for storage, refining or processing may be permitted. Compressor and regulator stations associated with natural gas pipelines and underground natural gas storage will also be permitted.

Additional buildings or structures, or the placing of machinery used to refine, blend, or otherwise process petrochemicals is not permitted. New development will not normally be permitted within **75 metres** of active petroleum resource operations.

Consents may be granted for the purposes of long-term lease agreements for petroleum works. Consents however, will not be granted that result in the creation of additional separate and distinct lots.

general rural consent policies

2.2.17 Consents in the Rural Area may be permitted for the following:

- a) to create rights-of-way;
- b) to enlarge lots;
- c) to consolidate farm holdings;
- d) to allow minor lot line adjustments;
- e) to create lots for commercial and industrial uses which are related to agriculture subject to the provisions of [Section 2.2.10](#) of this Plan; and
- f) to create Conservation or Environmental Protection Areas.

2.2.18 The creation of residential uses which represent special and unique situations which are not permitted by the policies of this Plan may be considered by way of application for amendment to the Plan.

2.2.19 Site and Area Specific Rural Policies

2.2.19.1 Notwithstanding the foregoing, a retirement residence in combination with an accessory farm dwelling is permitted on the lands comprising Part of Lot 5, Concession 7, municipally known as **2598 London Line**, subject to the following policies:

- a) the dwelling existing on May 18, 1993, is hereby identified as the retirement dwelling;
- b) the farm unit shall provide a minimum lot area of **17.88 hectares (44.19 acres)** and a minimum frontage of **100 metres**;
- c) any severance of the subject parcel is prohibited; and
- d) the current property owner, Douglas Beatty, shall enter into an agreement with the City which shall be registered on title against the lands, that provides that the retirement dwelling be removed, at no cost to the City, when it is no longer occupied by his parents Ruby and Howard Beatty, or either of them.

2.2.19.2 A consent to create a lot, for a new single-detached, non-farm, non-luxury dwelling with less than 25 plumbing fixtures, may be permitted as an exception to the Policies in [Section 2.2.11](#) on the following lands subject to the approval of a consent application by the Committee of Adjustment:

- a) Part Lot 9, Concession 7, more particularly described as Lot 20, Plan 648, lands located on the east side of Telfer Road, north of London Line. The municipal address of the lands is **1230 Telfer Road**.

2.2.19.3 The creation of a lot for a single-detached non-farm dwelling is permitted on the following properties subject to the approval of a new consent application by the Committee of Adjustment:

- a) **Part Lot 10, Concession 4**, lands located on the south side of Confederation Road, west of and adjacent to Telfer Road, east of Waddell Creek; and
- b) **Part Lot 6, Concession 8**, being the lands located on the east side of Brigden Road, southwest of and adjacent to Pulse Creek.

2.2.19.4 Blackwell Sideroad Landfill Site

- 2.2.19.4.1** The former Blackwell Sideroad Landfill site (**40.8 hectares**) located on **Part of Lot 12, Concession 3**, east of Blackwell Sideroad designated as "Rural", is subject to an "Area of Special Policy (Landfill)" notation that shall be deemed to overlay the "Rural" designation. This Area of Special Policy (Landfill) is intended to reflect the limits of the former landfill area that, by virtue of a Notice issued by the Ministry of Environment, is deemed to have ceased receiving any waste on October 24, 1999.
- 2.2.19.4.2** The lands designated Rural and subject to special policies are lands that were used for landfill, and are subject to the provisions of Section 46 of the Environmental Protection Act, R.S.O. 1990, c.E.19. Section 46 of the Environmental Protection Act states that no use shall be made of land or covered by water which has been used for the disposal of waste within a period of twenty-five (25) years from the year in which such land ceased to be so used unless the approval of the Minister of Environment for the proposed use has been given.
- 2.2.19.4.3** It shall be the policy of this Plan that the landfill be closed in accordance with an approved closure plan and that these lands remain a closed landfill and not be permitted to develop for any other use for a period of twenty five (25) years commencing from October 24, 1999 (i.e. the date the site ceased receiving waste) without the approval of the Minister of Environment, as provided for in the Environmental Protection Act.
- 2.2.19.4.4** Anytime after the aforementioned twenty-five (25) years have lapsed (October 24, 2024), but prior to any use being permitted to develop on or within the lands used for landfilling, an application must be made to the Ministry of Environment to amend the Certificate of Approval. No development shall take place on or within the lands used for landfilling until such time as an evaluation as to the presence and/or impact of any adverse environmental effects, and risks to health and safety is completed; the Certificate of Approval is amended; and any necessary remedial measures are undertaken to the satisfaction of the City of Sarnia and the Ministry of Environment.
- 2.2.19.4.5** The site closure plan shall include, but shall not necessarily be limited to the following matters:
- a) fencing security and access control;
 - b) final contours, cover and vegetation;
 - c) post-closure after-use;
 - d) site plan and site plan agreement amendments which the County, after consulting with the City, may regard as being necessary or desirable in relation to the post-closure after-use;
 - e) long-term maintenance and monitoring of the leachate collection system, and the leachate treatment facility;

- f) long-term maintenance and operation of surface water, groundwater, landfill gas and leachate monitoring; and
- g) updated contingency plans to mitigate unacceptable environmental impacts.

2.2.19.4.6 The leachate treatment plant shall continue to be operated in accordance with the Environmental Protection Act and the Ontario Water Resources Act and the regulations under those Acts.

2.2.19.4.7 The after-uses most appropriate for this site include low intensity uses such as public parkland and conservation areas which will support wildlife.

2.2.19.4.8 It shall be the policy of this Plan that any development within **500 metres** of the boundary of the "Special Policy Area (Landfill)" shall be subject to consultation with the Ministry of Environment before any Zoning By-law amendment or building permit is adopted or granted for such lands. The Ministry of Environment may require that a study be undertaken by the applicant to determine whether methane gas and/or leachate migration may potentially cause any adverse environmental effect or cause a risk to health and/or safety. If it is found that a potential adverse effect or risk does not exist, development may be restricted.

2.2.19.5 The property municipally known as **2109 London Road** (former Town of Clearwater Municipal Offices) may be developed for use as offices including banks, clinics, schools, churches, day nurseries and accessory uses and buildings.

2.2.19.6 Notwithstanding [Section 2.2.11](#) and Section 6.12.7, consents to create two new lots for single detached non-farm dwelling purposes may be permitted on the property known municipally as **2190 London Line**, subject to the lot meeting the requirements of the City of Sarnia and the County of Lambton respecting water supply and sewage disposal.

OPA #4

2.2.19.7 Notwithstanding [Section 2.2.11](#), two single detached dwellings are permitted on the property municipally known as **1622 Modeland Road**, and described as Part of Lot 45, Front Concession.

OPA #8

2.2.19.8 Notwithstanding [Section 2.2.2\(l\)](#), a church and accessory uses are permitted on the property municipally known as **2053 London Line**, and described as Lot 29, Registrar's Compiled Plan 647.

OPA #12

2.2.19.9 Notwithstanding [Section 2.2.11](#) and Section 6.12.7, consents to create two new lots for single detached non-farm dwelling purposes may be permitted on the property described as Part 4, Registrar's Compiled Plan 648, and further described as Parts 1, 2, 3, 4, 5 and 6 on Plan 25R8317, subject to the lots meeting the requirements of the County of Lambton respecting private sewage treatment and the City of Sarnia respecting noise attenuation and tree preservation. No buildings are permitted on Parts 3, 4, 5 and 6, Plan 25R8317. **(Jackson Road. / Telfer Road)**

2.3 RESIDENTIAL AREAS

2.3.1 General Policies

2.3.1.1 Future residential development will take place by way of plans of subdivision, severances and site plans within the Urban Residential Areas and the Suburban Residential Areas.

2.3.1.2 Within the Urban Residential Areas and the Suburban Residential Areas, new residential development shall be encouraged to:

- a) complete the existing pattern of residential facilities, particularly schools, and minimize the costs required to extend existing services or avoid the costs of creating new services where existing services are capable of accommodating new development;
- b) infill existing built-up areas, or redevelop obsolete land uses;
- c) relocate existing incompatible uses out of residential areas; and
- d) proceed in such a manner so as not to impose a financial burden on the municipality or municipal taxpayers.

2.3.1.3 The design of roads in new subdivisions and/or areas subject to severance shall be carried out so as to permit development of landlocked parcels in existing developed areas wherever possible by way of infilling. Access roads to such parcels shall be dedicated as public rights-of-way.

2.3.1.4 In approving new residential development, the City shall take into consideration an appropriate mixture of housing types for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.

2.3.1.5 In existing residential areas, an increase in residential density may be considered where the scale and character of new or renovated residential dwelling units are compatible with the surrounding area and physical and community services are adequate.

2.3.1.6 Regard shall be had to the Provincial Policy Statement at such time as reviewing residential subdivision and development proposals.

2.3.1.7 The City shall encourage innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.

2.3.1.8 Secondary Plans, as defined and described in Subsection 6.14, will be required for major expansions to the Urban Residential designation shown on Schedule "A". These Secondary Plans will be processed as Official Plan Amendments.

2.3.1.9 Secondary Plans, as defined and described in Subsection 6.14, have been approved for the following areas as shown on Schedule "A":

- a) lands bounded by Highway 402 to the south, Modeland Road to the east, Blackwell Road to the north and the former Canadian National Railway right-of-way to the west;
- b) lands bounded by Confederation Line to the south, Blackwell Sideroad to the east, the existing "Highway Commercial" designation from Blackwell Sideroad to Perch Creek, then south along Perch Creek to the existing "Light Industrial" designation, then westerly to Modeland Road all generally to the north and Modeland Road to the west; and
- c) lands bounded by Confederation Line to the north, Blackwell Sideroad to the east, the Canadian National Railway to the south and Highway 40A to the west.

2.3.1.10 All approved Secondary Plans are located in PART 3 of this Plan.

2.3.2 Urban Residential

The policies of this section are intended to apply to lands designated in an Urban Residential category.

2.3.2.1 Permitted Uses

The primary uses permitted in Urban Residential Areas will be for residential dwelling units. Various types of dwellings will be included, with preference being given to the locating of similar densities of development together.

Varieties of residential dwelling types will not be mixed indiscriminately, but will be arranged in a gradation so that higher density developments will complement those of lower density, with sufficient spacing, buffering and screening to maintain privacy, and amenity.

2.3.2.1.1 The primary residential uses permitted within Urban Residential Areas are low density housing types, including single and semi-detached dwellings, duplexes, and triplexes, including building conversions to such uses.

2.3.2.1.2 Other residential uses permitted within Urban Residential Areas are as follows:

- a) medium-density attached dwellings up to a maximum density of 40 units per residential hectare (16 units per residential acre);
- b) high density multiple family dwellings up to a maximum of 100 units per residential hectare (40 units per residential acre) only on those properties which are occupied by or zoned for high density residential dwellings on the date of adoption of this Plan and on those lands bounded by Exmouth Street to the north, Christina Street to the east, Derby Lane to the south and Front Street to west; all other new locations in the Urban Residential area will only be permitted by amendment to this Plan and in accordance with the policies in [Section 2.3.2.2.14](#); and
- c) special residential uses such as group homes, residential care facilities, facilities for special population groups and senior citizens' accommodation.

2.3.2.1.3 Land uses compatible with dwellings and serving the needs of the local residents will be permitted including, but not limited to:

- a) public and institutional uses such as elementary and secondary schools, libraries, municipal buildings, places of religious worship and day-care centres;
- b) neighbourhood parks and recreation uses;
- c) local commercial uses; and
- d) Home Occupations and Bed & Breakfast Establishments that constitute subordinate uses within dwellings.

2.3.2.1.4 Complementary to the range of housing accommodation, the City will seek to ensure access to a range of services/amenities that are beneficial and/or necessary to the residents.

2.3.2.2 Policies for Residential Uses

2.3.2.2.1 Within Urban Residential Areas the City will encourage:

- a) areas of new development to take the form of extensions to the existing built-up area;
- b) development that minimizes the costs required to extend existing services and the costs of creating new services;
- c) residential intensification in areas of existing development that have sufficient servicing capacity; techniques may include permitting second units in existing detached dwellings, encouraging the creation of infilling lots, converting existing buildings for residential use, redeveloping sites not previously used for residential purposes, and encouraging higher densities in new development;
- d) relocation of existing incompatible uses out of residential areas and redevelopment of obsolete land uses;
- e) development to proceed in such a manner so as not to impose a financial burden on the City or municipal taxpayers; and
- f) compliance with the Amenity and Design policies of this Plan.

2.3.2.2.2 Expansion of the urban residential areas of the City will be considered where water and sewer services, roads and required community facilities can be provided economically and only where required to accommodate future population growth.

2.3.2.2.3 Infilling in urban residential areas will be undertaken by means of planned subdivision development, or where a plan of subdivision is not required, by severance of lands to make the most efficient use of municipal services. Redevelopment of lands to create higher residential densities or to remove existing obsolete uses will be encouraged if such redevelopment is compatible with the existing physical character and pattern of surrounding development.

2.3.2.2.4 In existing residential areas, an increase in residential density may be considered where the scale and physical character of new or renovated residential dwelling units are compatible with the surrounding area and where municipal and community services are adequate.

2.3.2.2.5 The City will attempt to maintain a three year supply of residential units with servicing capacity in draft approved and/or registered plans of subdivision by endeavouring to ensure the appropriate approvals are given as expeditiously as possible.

2.3.2.2.6 The City will encourage innovative housing designs particularly those which offer energy efficiency, reduced municipal expenditures or lower costs to purchasers.

phasing

2.3.2.2.7 Urban residential development will be phased contingent upon the availability of servicing infrastructure.

2.3.2.2.8 The conservation and rehabilitation of the existing housing stock shall be encouraged in order to maintain the supply of older housing and to preserve the physical, social, and economic character of stable residential areas. The City will continue to take advantage of funding offered by the Federal and Provincial governments to assist residents in rehabilitating the housing stock, where feasible.

programs

2.3.2.2.9 The City may participate in the housing programs of other levels of government in order to achieve the residential goals of the Plan.

buffering from agricultural lands

2.3.2.2.10 In cases where residential development is proposed on lands adjacent to or abutting agricultural lands, the City will ensure that adequate buffering and/or mitigation measures are provided between the development and the agriculture lands where necessary. In this regard, the developer will be responsible for providing the buffering. The specifics of the buffering will be determined when a development is proposed and any buffering requirements will be specified within site plan and/or subdivision agreements.

affordable housing

2.3.2.2.11 Efforts should be made to encourage the provision of affordable housing in the City, where practical. In this regard, the City will assist the private sector by:

- a) providing opportunities for the production of affordable new residential units that contribute to the attainment of the affordable housing targets established for the Housing Market Area (Lambton County);
- b) reducing the time to process residential applications, to the greatest extent practical;
- c) encouraging residential intensification where practical; and
- d) adopting alternative development standards where deemed appropriate by the City.

housing mix

2.3.2.2.12 A broad mix of housing accommodation to meet the needs of present and future residents, encompassing a population with diverse lifestyles and economic means will be encouraged.

The mixing of densities and housing designs within individual developments will be encouraged, provided that locational requirements are satisfied. The density of development will be governed by the City considering among other things, the preservation of open space and trees, the ability of the road system to accommodate the generated traffic, the capacity of municipal infrastructure which includes water, sanitary sewage, stormwater drainage and parks, and the compatibility with existing development patterns.

applications for medium density

2.3.2.2.13 Development of medium density dwellings such as row housing will be considered in accordance with the following policies:

- a) the development should be located in proximity to Arterial or Collector Roads;
- b) preference will be given to medium density development in locations where the development provides a physical transition between low density dwellings, and residential development exceeding a density of 40 units per residential hectare. Locations in proximity to natural amenities such as watercourses, major open space areas, existing neighbourhood parks, schools and other community facilities, and commercial areas will be encouraged;
- c) the development should be adequately buffered from abutting low density residential development;
- d) the development should be designed so that it is compatible with surrounding development, and subject to Site Plan Control;
- e) on-site parking and recreational amenities are to be provided; and
- f) the height of the proposed development should not generally exceed three storeys.

applications for high density

2.3.2.2.14 Except for those high density multiple family dwellings existing or zoned for such use on the date of adoption of this Plan and the area identified in [Section 2.3.2.1.2 b\)](#) of the Plan, new high density multiple family dwellings, in the Urban Residential area, will only be permitted by amendment to this Plan and subject to the following policies:

- a) planning, transportation and servicing feasibility studies may be required by the City prior to consideration of any applications for high density residential development. The required studies must show that the proposed development is compatible with surrounding land uses and will not place a burden on the existing road system, or exceed the capacity of water, storm, and sanitary treatment and distribution system services without appropriate remedial measures being undertaken by the applicant;
- b) all applications for new high density residential development will be subject to Site

Plan Control;

- c) in addition to any required studies, all applications for high density residential development will be considered in accordance with the following policies:
 - i) the development should be located in proximity to Arterial or Collector Roads;
 - ii) preference will be given to locations in proximity to major open space; or in proximity to major commercial areas; public transit facilities where they are available; and at the intersection of Arterial Roads or Arterial and Collector Roads;
 - iii) the development should be compatible with adjacent lower density residential development, and should be provided with on-site recreation amenities and parking; and
 - iv) building height should not exceed that which might create a hazard by virtue of the inability of the City to provide adequate fire protection.

special residential uses

2.3.2.2.15 Special Residential uses include group homes as defined in the Zoning By-law, residential care facilities, senior citizens housing, short-term accommodation operated or authorized by a public agency, and facilities for special population groups. Special Residential uses will be subject to the following policies:

- a) preferred locations for such uses are on Arterial Roads and Collector Roads;
- b) the use should be compatible with the scale, density and character of existing land uses;
- c) provision should be made for adequate buffering to protect surrounding existing development;
- d) adequate off-street parking must be provided to serve the residents, staff and visitors while retaining sufficient yard space to maintain the residential character of the area;
- e) provision will be made for off-street locations to accommodate drop-off and pick-up of the users of such facilities; and
- f) preferred locations in proximity to community services and facilities.

The Special Residential uses to be permitted, and minimum separation distances between existing and/or proposed Special Residential uses, will be established in the municipal Zoning By-law.

Special Residential uses will generally be subject to the policies governing Higher Density dwellings.

2.3.2.3 Policies for Non-Residential Uses

2.3.2.3.1 Home Occupations

A home occupation is defined as a business activity (full or part-time) carried out by a person in their residence. Home occupations will be permitted in residential areas. Such uses rarely create conflicts during early development however, when they attempt to expand, they may become inappropriate for a residential area. To ensure that home occupations do not expand in a manner that conflicts with the residential use or physical character of the neighbourhood, such home occupations will be encouraged to locate in other appropriate non-residential areas.

A home occupation will be clearly secondary to the residential use. Home occupations will be regulated by the Zoning By-Law.

2.3.2.3.2 Bed and Breakfast Establishments

Bed and Breakfast Establishments are private homes where the owner makes temporary accommodation available to the traveling public (usually tourists) in their own homes. In function and impact, they are similar to a home occupation. Generally, the impact is similar to that which occurs when a neighbour has guests staying for a day or two. However, regulation is required to ensure that a successful Bed and Breakfast Establishment does not evolve into a restaurant or hotel.

Bed and Breakfast uses will be subject to the following policies:

- a) a minimum separation distance of **100 metres** between existing and/or proposed bed and breakfast uses, fronting on the same street, in the Urban Residential Areas;
- b) external alterations to the dwelling to accommodate the bed and breakfast use shall not change the residential character of the dwelling; and
- c) bed and breakfast establishments will be regulated by the Zoning By-law.

2.3.2.3.3 Local Commercial Uses

The following policies will apply to Local Commercial developments:

2.3.2.3.3.1 Local Commercial uses are small-scale commercial establishments and local business and general offices which serve the needs of surrounding residents. Numerous local commercial uses are scattered throughout the City and because they are small-scale and do not form commercial districts, they are not shown as specific land use designations on Schedule "A".

2.3.2.3.3.2 Permitted uses constituting a local commercial use include small scale retail stores, laundromats, restaurants, personal service uses and small scale general offices, and not medical offices.

2.3.2.3.3 Local Commercial uses will be considered on the basis of the following policies:

- a) uses of this nature are permitted only through a process of replacement of an existing local commercial use, or infilling between two existing local commercial uses which are not more than **30 metres** apart;
- b) design which is residential in nature, maintaining the scale, density and character of existing land uses;
- c) provision of adequate buffering and transition to protect surrounding lower density development; and
- d) provision of adequate off-street parking to serve the particular use.

2.3.2.3.4 **Neighbourhood Parks**

Neighbourhood Parks will generally consist of recreation facilities at the neighbourhood level and greenbelt areas that serve individual neighbourhoods within a community. More specifically, Neighbourhood Parks will:

- a) be centrally located within a Neighbourhood and be accessible to pedestrians;
- b) provide opportunities for neighbourhood recreational activities;
- c) provide opportunities for passive enjoyment of the environment;
- d) be located in conjunction with an elementary school, where appropriate and feasible; and
- e) be generally located on a Collector or Local Road, wherever feasible.

2.3.2.4 **Site and Area Specific Urban Residential Policies**

2.3.2.4.1 The urban residentially designated lands lying north of Exmouth Street between Northgate Plaza, the Trillium Park apartment complex and Highway Drive are occupied by a mixture of low density housing types including single detached dwellings and converted dwellings containing two dwelling units. It is the policy of this Plan that this urban residentially designated area be restricted to low density residential activities such as single family detached dwellings and converted dwellings containing no more than two dwelling units.

2.3.2.4.2 Prior to the approval of any amendment to [Section 2.3.2.4.1](#) of this Plan, it shall be established to the satisfaction of Council that:

- a) sufficient information and justification for the proposed development to enable the requested amendment to be evaluated are provided which shall include the preparation of a land use impact analysis;

- b) the services are available to adequately accommodate the proposed development;
- c) the site is of sufficient size to permit the proper siting of buildings and the provision of adequate buffering, landscaping and parking facilities;
- d) no traffic hazard will result because of increased traffic generation;
- e) the density and scale of any proposed development is compatible with the adjacent residential uses; and
- f) adequate measures can be taken to alleviate or prevent any serious negative impact that the proposed uses may possibly have upon any existing residential uses.

2.3.2.4.3 A multiple unit dwelling may be developed on the properties municipally known as **358, 360, 362, 366 and 370 Wellington Street** for use as a multiple unit condominium dwelling "the first priority for ownership of units therein being given to senior adults who are aged 55 years and over". Such dwelling may contain a maximum of twenty-six (26) dwelling units.

The Restricted Area (Zoning) By-law will contain a requirement which will limit the maximum height of the development to **10 metres**.

2.3.2.4.4 Notwithstanding the provisions of [Sections 2.3.2.1.3](#) and [2.3.2.3.3](#), the rear portion of the property that is designated urban residential on lands municipally known as **889 Exmouth Street** may also be used for commercial purposes subject to the following:

- a) that no vehicular access be provided to Eastwood or Hillary Streets;
- b) that the use of the site for commercial purposes is permitted provided that it is not offensive and does not have an adverse effect on the surrounding established residential uses; and
- c) that a minimum landscaped buffer strip of **12 metres** shall be provided from the south property line.

2.3.2.4.5 The property situated on the west side of Queen Street between Talfourd Street and Devine Street, the land located at **199 Queen Street**, may be used for commercial office purposes. The use of the basement floor of the existing building as commercial office space is permitted provided that the development of the site does not have an adverse effect on surrounding established uses.

2.3.2.4.6 Notwithstanding the foregoing provisions in [Section 2.3.2.1.3](#), the Sarnia Masonic Hall Limited is established on the site municipally known as **245 Essex Street**. As well, the parking lot may continue to be leased to the hospitals.

- 2.3.2.4.7** Notwithstanding the provisions in [Sections 2.3.2.1.3](#) and [2.3.2.3.3](#), the site located at the northwest corner of London Road and Temple Street, municipally known as **714 London Road**, may be redeveloped for office purposes. The new building need not have a design which is residential in character. However, the design should maintain the scale and density of the existing land uses, adequate buffering and transition to protect the surrounding lower density development and provision must be made to provide adequate off-street parking to serve the proposed use.
- 2.3.2.4.8** Notwithstanding the provisions of [Sections 2.3.2.1.3](#) and [2.3.2.3.3](#), the site located at the southwest corner of Murphy Road and Leckie Drive, municipally known as **285 Murphy Road**, may be used for general office and/or medical centre purposes.
- 2.3.2.4.9** An ambulance parking and dispatching facility is permitted on the lands described as Part lots 221, 222, and 223 Plan 14, and municipally known as **373 George Street**.
- 2.3.2.4.10** The lands legally described as Part 1, Plan 25R-5464, and municipally known as **1121 Wellington Street** shall be used as a Guide/Scout Hall and associated office and retail space.
- 2.3.2.4.11** The Central Baptist Church parking lot located at **391 London Road** may be leased to the hospitals for staff parking, and the **River City Vineyard Church parking lot** located adjacent to Essex Street may be used to provide parking for the medical clinic at **168 Essex Street**.
- 2.3.2.4.12** Notwithstanding [Section 2.3.2.1](#), the lands described as Parts 1 & 2 on Plan 25R 8186 (**located on the west side of Russell Street**) may be developed for a staff parking lot in support of the Sarnia General Hospital and St. Joseph's Health Centre (Bluewater Health) subject to the following:
- a) that the design, operation and maintenance of the parking lot take into account its location within a stable residential area and be in keeping with the characteristics of the neighbourhood and surrounding area and not cause adverse impacts on the surrounding area and that adequate buffering, landscaping and screening be provided to protect adjacent residential uses; and
 - b) that matters of compatibility and design and related protections be implemented through a site plan agreement that will ensure that a landscaped buffer/screening strip of a minimum of **6 metres** in width be provided along the south and west sides of the parking lot adjacent to those properties fronting on **Maria Street**, and include privacy fencing. The **0.3 metres (one foot)** reserve to be deeded to the municipality around the proposed parking lot, adjacent to other uses, may occupy a part of the landscaped buffer/screening strip. This **6 metres** landscaped buffer/screening strip is to be required in the implementing zoning by-law. The site plan agreement will require directional and controlled lighting which will provide adequate safety and minimize the impact on the adjacent residential areas. The agreement will ensure that the site plan is appropriately developed and maintained. The site plan agreement shall have public input before being approved by the City of Sarnia

2.3.2.4.13 Notwithstanding the foregoing provisions in [Section 2.3.2.1](#), the existing **Sarnia General Hospital parking lots** located south of George Street and north of George Street adjacent to MacKenzie Street shall be permitted to continue to be used as parking areas for the consolidated hospitals for as long as they are required.

OPA #3

2.3.2.4.14 Notwithstanding any other policies in this plan, restaurants, convenience stores, retail stores, general offices, personal service shops, commercial recreation establishments, repair and rental establishments and accessory uses and buildings may be permitted uses on a **27.43 metres x 121.92 metres (90 feet x 400 feet)** parcel of the former CN right-of-way located on the **north side of Wellington Street**, described as Part 3 on Plan 25R 7695.

OPA #5

2.3.2.4.15 Notwithstanding the foregoing provisions in [Section 2.3.2.1.3](#) and [2.3.2.3.3](#), the site located at the south-east corner of Nelson and Napier Streets, municipally known as **251 Nelson Street**, may be used for a medical office for two (2) chiropractors.

2.3.3 Suburban Residential

The policies of this section are intended to apply to lands designated in a Suburban Residential category.

2.3.3.1 Permitted Uses

The predominant use of land in the Suburban Residential area designation shall be low density single detached residential development for which a piped municipal water supply is available but not sanitary sewers.

Secondary uses permitted within the Suburban Residential designation include the following:

- a) public uses in accordance with the provisions of Section 4.2 of this Plan;
- b) public, separate and private elementary schools;
- c) churches and other religious institutions and auxiliary operations including day-care centres;
- d) local commercial uses on existing commercial sites in accordance with [Section 2.3.2.3.3](#);
- e) Home Occupations and Bed and Breakfast uses in accordance with [Sections 2.3.2.3.1](#) and [2.3.2.3.2](#); and
- f) neighborhood parks in accordance with the provisions of [Section 2.3.2.3.4](#).

The above uses are intended to be ancillary to the predominantly low density residential character of the Suburban Residential Area and shall primarily serve the day-to-day needs of the local population.

2.3.3.2 Policies

2.3.3.2.1 It is intended that sewage disposal will be handled by private sewage treatment systems such as septic tanks.

2.3.3.2.2 Approval of the County of Lambton shall be required for any proposed private sewage disposal system and such approval shall be obtained prior to the issuance of any building permit or the final approval of a severance or plan of subdivision, to permit new residential development in the Suburban Residential Area.

2.3.3.2.3 Any development proposed on individual on-site sewage treatment systems must be supported by studies which include as a minimum, evaluations of soil percolation rates, impacts on ground water resources, ground water mounding and adjacent water courses. Reserve areas for replacement septic systems will be required when the mode of sewage servicing is individual private sewage systems or communal

systems. Where new multi-lot clusters are proposed, proponents will be required to submit soils and hydrological studies completed by qualified engineers or hydrogeologists with recognized experience in sewage and potable water system designs.

2.3.3.2.4 Suburban Residential development shall only occur within the Suburban Residential Area as shown on Schedule "A" to the Plan.

2.3.3.2.5 The minimum lot area for all new Suburban Residential development shall be **1,850 square metres (20,000 square feet)**.

2.3.3.2.6 All Suburban Residential development shall be connected to a piped municipal water supply, and new Suburban Residential development will not be considered until a piped municipal water supply is available.

2.3.3.2.7 New Suburban Residential development shall be encouraged to infill vacant areas of the Suburban Residential Areas so as to create a compact, coherent land use pattern.

2.3.3.2.8 All new Suburban Residential development shall be generally compatible in terms of size and character with existing surrounding development.

2.3.3.2.9 In heavily treed areas applications for severance, subdivision approval or rezoning shall be considered only if accompanied by a plan showing how the proposed development will ensure the retention and maintenance of trees worthy of preservation.

2.3.3.2.10 All new Suburban Residential development shall have frontage and access onto an opened public road allowance.

2.3.3.2.11 Wherever feasible, Suburban Residential development will be encouraged to develop on short cul-de-sac and short local loop streets, to discourage through traffic.

2.3.3.2.12 The continuity and completion of the local road system within the Suburban Residential Area shall be encouraged.

2.3.3.3 Site and Area Specific Suburban Residential Policies

2.3.3.3.1 [Section 2.3.3.2.5](#) shall not apply to the development of an existing lot having a frontage of **15.78 metres** onto Passingham Drive, such lot municipally known as **2291 Passingham Drive**. All other policies of the Plan shall apply.

2.3.3.3.2 A nursery is permitted in part Lot 45 in the Front Concession at the north-east corner of the intersection of Blackwell Road and Modeland Road, known municipally as **1508 Blackwell Road**.

2.3.4 Other Residential Designations

2.3.4.1 Private Residential Community Areas

- 2.3.4.1.1** A private residential community will be permitted in the Private Residential Community designation as shown on Schedule "A".
- 2.3.4.1.2** A Private Residential Community shall mean a parcel of land containing two or more residential community lots and which is under single management or ownership.
- 2.3.4.1.3** A Private Residential Community lot shall mean a parcel of land within a private residential community fronting on a private street which is intended for occupancy by either one park model trailer, one mobile home or a land lease community home.
- 2.3.4.1.4** A land lease community home means any single detached dwelling that is a permanent structure where the owner of the dwelling leases the land used or intended for use as the site for the dwelling, but does not include a mobile home.
- 2.3.4.1.5** It is the intent of this Plan to ensure that Private Residential Communities are developed to adequate standards as determined by the City of Sarnia and that the developments are properly maintained and that they contribute positively to the character and amenities of the City.
- 2.3.4.1.6** Park model trailers, mobile homes and land lease community homes shall only be permitted provided the following requirements are met:
- a) each park model trailer, mobile home and land lease community home within the Private Residential Community shall be provided with an appropriate water supply, sewage disposal facility, storm drainage, electricity, street lighting, telephone, fuel supply and access road; all services must be approved by the appropriate authority;
 - b) all services such as fuel supply, electricity, telephone, water and sewer connection and television cables shall be located underground;
 - c) each Private Residential Community Lot shall be located on a private internal paved access road which is approved by the City of Sarnia;
 - d) each Private Residential Community Lot shall be provided with at least one off-street parking space on the said lot; and
 - e) for the purposes of all standards and policies in this Plan, concerning services and community facilities, Private Residential Communities will be considered on the same basis as plans of subdivision and may be subject to corresponding requirements.

OPA #14

2.3.4.2 Golf Course Residential Areas

- 2.3.4.2.1** A Golf Course Residential Community and a golf course will be permitted in the Golf Course Residential designation as shown on Schedule “A”.
- 2.3.4.2.2** A Golf Course Residential Community shall mean a parcel of land containing between 2 and 100 golf course residential community lots located within a Plan of Condominium and integrated into a golf course.
- 2.3.4.2.3** A variety of private residential dwelling types will be permitted within the Golf Course Residential Community designation including single detached dwellings, semi-detached dwellings and multiple attached dwellings.
- 2.3.4.2.4** A Golf Course Residential Community Lot shall mean a parcel of land within a golf course residential community fronting on a private lane which is intended for occupancy by either one single detached dwelling, one semi-detached dwelling or one multiple attached dwelling.
- 2.3.4.2.5** It is the intent of this Plan to ensure that the Golf Course Residential Community is developed to adequate standards as determined by the City of Sarnia and that the development is properly maintained.
- 2.3.4.2.6** It is intended that sewage disposal will be handled by municipal sanitary services.
- 2.3.4.2.7** Appropriate setbacks and design standards shall be established in a Site Plan and /or a Condominium Agreement to address issues of safety and setback associated with the development of housing in proximity to the active areas of the golf course.
- 2.3.4.2.8** Single detached dwellings, semi-detached dwellings and multiple attached dwellings shall only be permitted providing the following requirements are met:
- a) Each dwelling within the golf course residential community shall be provided with an appropriate water supply, sanitary sewer; storm drainage; electricity; street lighting; telephone service; fuel supply; and access lanes and all services must be approved by the appropriate authority;
 - b) All services such as fuel supply, electricity, telephone, water and sewer connection and television cables shall be located underground;
 - c) Each Golf Course Residential Community Lot shall be located on a private internal paved access road which is approved by the City of Sarnia; and
 - d) Each Golf Course Residential Community Lot shall be provided with at least one off-street parking space per dwelling unit on the said lot or within an appropriate designated parking area acceptable to the City.

2.3.4.2.9 Secondary uses associated with the Golf Course Residential Designation, including any ancillary buildings or structures which may be permitted include the following:

- a) Putting greens;
- b) Driving ranges;
- c) Private parks;
- d) Ancillary retail commercial, restaurants, commercial recreation uses and parking facilities so long as such uses do not interfere with the residential component.

2.4 COMMERCIAL AREAS

2.4.1 General Statement

Council recognizes the significance of a strong commercial sector to the economic, social, and cultural well-being of the community, and to the maintenance of a balanced assessment base supportive of the delivery of high levels of public services.

In order to maintain the attractiveness of the City as a place of both residence and employment, Council intends to build on the historic role of the City as a major commercial centre in Lambton County, as the focus of the regional retail trade and service area, and as the location of choice for both public and private sector administrative activities.

The commercial land use general policies of the Plan are therefore intended to provide a policy framework supportive of the continued growth and development of commercial activities in the City in a context which recognizes opportunities for public enhancement and private improvement of facilities, buildings and economic linkages, while having regard to the maintenance of a healthy environment and the City's natural heritage resources.

2.4.2 Policies for all Commercial Areas

2.4.2.1 It is the intent of this Plan with respect to commercial land uses:

- a) to provide for a functional mix, balanced representation, and hierarchical organization of commercial activities within the municipality;
- b) to provide for the orderly distribution of commercial land uses in accordance with the commercial land use designations shown on Schedule "A";
- c) to provide a strong Downtown focus within the City's overall system of commercial land uses;
- d) to provide for the long term orderly growth, development and redevelopment of commercial land uses;
- e) to provide for the establishment of appropriate linkage policies which will relate commercial development to other elements in the City's land use system, to adjacent land uses and to supporting services and transportation systems; and
- f) to provide for the long term protection of the environment and natural heritage resources.

2.4.2.2 Given the basic differences in the types of commercial areas and the need to establish different policies for their development, six categories are included as follows: Downtown, Commercial Centre, General Commercial, Highway Commercial,

Community Commercial and Office Commercial.

2.4.2.3 The implementing by-law shall provide for commercial zones which recognize the designations established by the Plan.

2.4.2.4 In considering a proposed amendment to this Plan to designate additional commercial areas, Council, where appropriate, shall have due regard to the following:

- a) the need for such additional areas, the extent to which existing commercial areas are developed, and the nature and adequacy of existing development;
- b) the suitability of the site for the proposed use;
- c) the adequacy of the existing and proposed highway or street system serving the site;
- d) the convenience and accessibility of the site for vehicular and pedestrian traffic and the traffic safety in relation thereto, the provision of adequate off-street parking facilities, and the limitation in the number and design of access points to such parking facilities so as to minimize the danger to vehicular and pedestrian traffic;
- e) the adequacy of the water supply, sewage disposal facilities and other municipal services;
- f) the impact on the environment and natural heritage resources;
- g) the compatibility of a commercial use with uses in adjoining areas and the effect of such use on the surrounding area in order that such use will not have a depreciating or deteriorating effect upon adjoining properties whether designated commercial or another category in this Plan and appropriate regulations in this regard shall be included in the Zoning By-law;
- h) all commercial development shall be adequately regulated by suitable provisions in the Zoning By-law including adequate setbacks from property lines, appropriate off-street parking requirements, landscaped area or buffering requirements to protect adjacent residential areas, prohibition of nuisances, control over outside storage, and control of lighting for parking areas in certain cases; and
- i) every application for any major new Commercially designated areas shall contain supporting information concerning the economic, physical and transportation impact of the proposed development. The economic impact study shall provide information regarding the market feasibility of the proposed commercial development and whether it will affect the viability of any existing commercial areas. Such studies shall be reviewed by Council and used as a basis for approval or refusal of a particular application.

2.4.3 Downtown

2.4.3.1 General Statement

The Downtown designation as shown on Schedule "A" is essentially the downtown area of the City and is considered to be an important element of the commercial land use system of the City and the Lambton area. It is the intent of this Plan that it contain major concentrations of commerce, finance, tourist, entertainment, recreation, residential and business activities, and provide a dynamic commercial core, not only for the City but also for Lambton County and the surrounding areas.

2.4.3.2 Objectives

It is the intent of this Plan with respect to the Downtown area:

- a) to recognize and support the commercial role and function of the Downtown designation as providing a wide range of goods and services within the overall commercial land use hierarchy established by this Plan;
- b) to promote the Downtown as a commercial, cultural, entertainment, business and tourism centre for Lambton County;
- c) to encourage the development of major office buildings, hotels, convention facilities, cultural uses and government buildings having a City-wide, or regional significance within Lambton County;
- d) to promote the continued development and growth of the Downtown as the primary office, business, cultural, entertainment, tourism and administrative centre for the Sarnia urban area;
- e) to reinforce the district as a vibrant and vigorous commercial area offering a full, balanced and diversified commercial land use mix;
- f) to maintain the unique sense of place and human scale derived from the heritage street scapes and pedestrian orientation characteristics of the district;
- g) to provide for the ongoing integration of the Downtown with the Waterfront area;
- h) to support and encourage the development of strong economic linkages to the tourism sector;
- i) to provide for and encourage the long term revitalization and strengthening of the district;
- j) to encourage growth in the resident population of the Downtown and peripheral areas to support and reinforce the community focus of the area;
- k) to permit residential growth through high density new development and

redevelopment, allowing the residential use of existing upper storeys in commercial buildings, and the residential renovation and conversion of existing buildings;

- l) to support the development of services and facilities in the Downtown that will attract and support tourism; and
- m) to ensure that the Downtown continues to be adequately serviced by the public transit system.

permitted uses

2.4.3.3 Within the Downtown designation, a full and diversified commercial land use mix is permitted. Without limiting the generality of the foregoing, the permitted uses may include those associated with all levels of retailing including department stores and shopping centres, wholesaling, hotels, motels, convention facilities, hospitality services, recreation and entertainment, tourism facilities, institutional, personal services, cultural facilities, community facilities, parking lots and structures, places of worship and open space uses. A full range of general and professional office uses are not only permitted but also encouraged to be located within the Downtown, particularly larger office buildings, and medical/dental offices.

Residential medium and high density uses and buildings and residential uses over existing commercial businesses are permitted within the Downtown. In addition, such specialized residential uses as senior citizens apartments are also permitted.

special initiatives

2.4.3.4 In order to fulfill the Downtown objectives of this Plan, Council may from time to time:

- a) adopt such special techniques as joint ventures with private enterprise for the acquisition and disposal of land, the rehabilitation of buildings, the encouragement of the private assembly of land, the pooling of land ownership, and the development of land;
- b) carry out special studies and monitoring programs;
- c) develop and implement policies and programs to facilitate discussion, negotiations and agreements involving both public agencies and private enterprise with respect to matters relevant to the Downtown;
- d) carry out such public works programs as the creation of pedestrian linkages, sidewalk improvements, an off-street transit terminal, implementing streetscape themes and designs, installing street furniture and fixtures, landscaping and providing parking areas;
- e) participate in such senior government programs as may be relevant to the development, redevelopment, improvement, and revitalization of the Downtown; and

- f) support co-operative schemes to improve the general attractiveness of public and private properties, particularly a scheme regarding the development of a downtown theme or project which recognizes the historical importance of the area to integrate existing and new buildings both architecturally and aesthetically.

2.4.3.5 Residential uses are recognized and encouraged in the Downtown designation. High and medium density residential development and mixed commercial/residential development shall be encouraged within the Downtown designation in order to support and reinforce the community focus of the area.

2.4.3.6 The residential conversion or renovation of the vacant or under utilized existing commercial buildings is supported and encouraged wherever feasible.

2.4.3.7 Any development, redevelopment, infilling or conversion proposals for the Downtown are subject to the following policies:

- a) that the design of any new building or alteration shall be compatible with the architectural and heritage character of the surrounding area and maintain the cohesive impression of the Downtown;
- b) all proposed new development should be encouraged to respect the physical scale and characteristics of the existing structures;
- c) that multiple floor buildings proposals abutting the street are encouraged to step any upper floors above the existing adjacent roof lines back from the property lines to avoid overshadowing the street;
- d) that wherever feasible, the existing buildings in the district be conserved and that renovations, additions and conversions that revitalize the existing buildings and extend their functional life be encouraged and supported; and
- e) that where conservation is not feasible and not desirable, demolition and new development shall be subject to the policies contained in Section 2.4.3.7.

2.4.3.8 The parking of vehicles for commercial purposes, for employees, residents, customers, clients and visitors is recognized as an important factor in maintaining the commercial health and vitality of the Downtown. The following policies shall apply to parking in the Downtown:

- a) commercial development, redevelopment or renovations will not be required to provide parking spaces pursuant to the Zoning By-law;
- b) commercial developments or redevelopments are encouraged to provide parking for their own use and where feasible are urged to incorporate underground parking areas, parking structures or parking decks or structures as part of any proposal;
- c) parking pursuant to the Zoning By-law requirements shall be required in conjunction with new residential development, and redevelopments, but not for the

renovation of vacant existing commercial buildings;

- d) required residential parking may be provided by way of on-site developed parking spaces;
- e) medium or high density residential developments are particularly encouraged to provide on-site underground parking areas or parking structures as part of any proposal; and
- f) where appropriate commercial uses and a complementary parking structure open for public use may be combined in a single development.

2.4.3.9 The Official Plan recognizes the role and importance of public and private laneways, alleyways, and rights-of-way for such purposes as service, emergency and delivery access and pedestrian circulation to interior blocks in the Downtown. It is the policy of this Plan that regard shall be had to the functional role of existing adjacent laneways, alleyways, and rights-of-way in the design of new development, redevelopment, infilling or conversion proposals.

2.4.3.10 One factor which can have a significant impact on the scale of development is the limit on the height of structures which may be constructed in the Downtown. The primary consideration in preparing policies dealing with the height of development in the Downtown must be the impact such development will have on lower scale, lower density development which may be located nearby. It is suggested that high rise structures could occupy the western and central portions of the Downtown with a limited detrimental impact on surrounding low rise areas, but the permitted building height should be stepped down as one proceeds southward and eastward in the Downtown to reduce the impact on the residential areas which surround the Downtown.

2.4.3.11 Maximum height limitations will be set out in the Zoning By-law.

2.4.3.12 It is the policy of this Plan that building setback requirements for a site abutting an Arterial Street shall be measured from the proposed limit of the Arterial Street. The Restricted Area (Zoning) By-law will prescribe and regulate building setbacks within the Downtown.

2.4.3.13 Where possible, the design and spacing of new buildings within the Downtown shall ensure that desirable year round conditions of sun and shade are provided in surrounding open space areas, streets and sidewalks and residential buildings; and that wind conditions are not altered so as to increase wind velocity to undesirable levels or to deflect it from places where it would be desirable.

In the areas west of Front Street, the orientation, spacing and location of new buildings shall also be conducive to the provision of views to the St. Clair River.

2.4.3.14 The provision of public open space in the form of active and passive parks, is recognized as an essential component, within the Downtown designation for the enjoyment of workers, residents and visitors to the City. Visual and pedestrian linkage between commercial and related uses in the Downtown and the public open space system along the waterfront shall be encouraged.

2.4.4 Commercial Centre Area

2.4.4.1 The Commercial Centre Area which is indicated on Schedule "A" and is generally located along London Road between Murphy and Modeland Road and along Exmouth Street between the former C. N. Right-of-Way and the Berean Community Housing development, and south of Highway 402 serves the commercial needs of the City and Lambton County.

2.4.4.2 The Commercial Centre Area is an existing commercial core area and has been given a separate designation to permit its growth and expansion as the retail commercial regional centre serving the City of Sarnia and the County of Lambton.

OPA #2

2.4.4.3 Permitted uses shall include a broad range of retail, service and office commercial uses and institutional uses, which will be concentrated along London Road, Lambton Mall Road, Quinn Drive and Exmouth Street and centered on the existing Lambton Mall.

2.4.4.4 The predominant uses shall be mainly retail commercial uses.

2.4.4.5 The designated Commercial Centre Area located on the north side of Exmouth Street presently bears a wide variety of existing uses and a highly fragmented property ownership pattern.

It is the intent of this Plan that the Commercial Centre Area located on the north side of Exmouth Street be developed to provide for a wide variety of service commercial, office, restaurant, retail, retail warehouse, automobile sales and service, laboratories, clinics, studios, animal hospitals (with no outdoor kennels), institutional, cultural, nursery and garden facilities, and recreational uses. Residential uses, particularly multiple-family residential uses within apartment buildings, which are integrated with commercial development will also be permitted subject to special Zoning By-law provisions.

2.4.4.6 The Commercial Centre Area designation development may be guided by Concept Plans covering all or part of the Commercial Centre Areas shown on Schedule "A". Concept Plans shall not form a part of this Plan but rather shall be used to assure Council of orderly development.

2.4.4.7 Large scale retail development proposals will be permitted in the Commercial Centre Area provided that the design criteria as set out in Sections 5.6 and 5.7 are satisfied. A market study and impact assessment may be required to provide evidence that

there is sufficient market support for the proposed development.

2.4.4.8 The consolidation of the existing residential and adjacent parcels of land fronting on the south side of Exmouth Street between the former Canadian National Railway right-of-way and the Lambton Mall Road is required to provide for their orderly and efficient development. Development or redevelopment of these properties is to be on the basis of access via L' Heritage Drive to Lambton Mall Road. Except for the existing commercial office property, access to Exmouth Street will be prohibited for permitted uses between the former Canadian National Railway right-of-way and the west limit of Lambton Mall Road.

2.4.4.9 Site and Area Specific Commercial Centre Policies

OPA #16

2.4.4.9.1 The **2.65 hectare** consolidated parcel of land known municipally as **1370 L'Heritage Drive** which is located on the south side of Exmouth Street abutting the Howard Watson Nature Trail to the west and L'Heritage Drive to the east may be used for the following residential uses for seniors in addition to the other uses permitted in the Commercial Centre designation: an apartment dwelling, a multiple attached dwelling and a retirement home.

2.4.5 General Commercial Areas

2.4.5.1 The General Commercial land use category is intended to function as follows:

- a) as a buffer between existing low density residential uses and the high density commercial, institutional and residential uses in the Downtown and Urban Residential areas;
- b) as transition areas in locations where low density residential uses are less appropriate; or
- c) as established major commercial concentrations where the patterns of commercial land use are well advanced.

permitted uses

2.4.5.2 The predominant use of land in this category shall be for commercial and institutional uses such as retail stores, service shops, automobile service stations, automobile sales, repair garages, parking lots, general offices, restaurants, clubs or halls, places of amusement or recreation, churches or day nurseries.

conversions

2.4.5.3 It is a policy of this Plan to encourage the conversion of existing commercial buildings, or portions of them, to one or more dwelling units under conditions which will be set out in the Zoning By-law. This policy will encourage the use of space within commercial buildings which is under-utilized and may provide the opportunity to make

available additional moderately-priced residential accommodation.

2.4.5.4 General Commercial Areas uses are intended to serve the day-to-day needs of local residents in the City and to a limited extent persons visiting or traveling through the City.

2.4.5.5 General Commercial areas shall be zoned in the implementing Zoning By-law in a manner which will be consistent with the size and intended function of the commercial activities in particular locations. These activities are encouraged to develop in groups to form consolidated shopping areas, having access to an arterial or collector street with sufficient capacity to accommodate the additional traffic generated by the commercial activity. Additional site development criteria will also be included in the Zoning By-law in line with the policies which follow in this Section.

2.4.5.6 It is a policy of this Plan that any portion of the General Commercial land use designation which abuts any residential land use designation should be developed in a manner that is compatible with the adjacent residential uses. Buffering and other design features will be required.

2.4.5.7 Commercial uses which have the potential to generate activities which would be disruptive to established low density residential areas such as service stations, hotels and drive through restaurants may be prohibited from locating in certain areas by the Zoning By-law, or alternatively, shall be required to provide adequate buffering to minimize the impact of the particular use on the surrounding area.

2.4.5.8 The Zoning By-law will prescribe height limitations for the General Commercial Areas. The general guide for the maximum height of new development within General Commercial areas will be three storeys in order to ensure it does not have a detrimental effect on existing adjacent low density residential activities.

2.4.5.9 Site and Area Specific General Commercial Policies

2.4.5.9.1 The lands within the General Commercial designation located along the east and west sides of Christina Street, surrounding the Downtown and extending eastward along Wellington Street are presently occupied by many older buildings which in some cases have unique historical characteristics. These buildings should be retained and appropriately developed for office commercial and small scale retail and service commercial uses. The design of new structures which are introduced into these areas of the General Commercial designation should complement existing development in terms of its scale and character to preserve the unique characteristics of these areas.

2.4.5.9.2 The lands along the south side of Exmouth Street, east of Gordon Street, in the General Commercial designation exhibit a wide variety of land uses. In some instances, individual residential dwelling units remain in blocks which have primarily be converted to commercial uses. It is a policy of this Plan that these properties be either integrated into existing developments or be separately redeveloped in a

comprehensive fashion.

2.4.5.9.3 The land within the General Commercial designation lying along the north side of Exmouth Street between Elmhurst Avenue and Lynwood Avenue would most appropriately be developed for retail commercial and general office uses.

2.4.5.9.3.1 The intent of the Plan is to require the assembly of properties in order to consolidate development as much as possible to minimize the formation of several separate developments and their associated access driveways. The Zoning By-law may incorporate special standards for all of the permitted uses. Adequate buffering shall be provided between any non-residential use and any adjacent residential uses. Such buffering shall include the provision of fences, grass strips, appropriate shrub planting and landscaping, or any combination thereof deemed necessary by Council.

2.4.5.9.4 The lands within the General Commercial designation fronting onto the north side of Exmouth Street between the Northgate Plaza and Elmhurst Avenue described as **Lots 43 and 44, Registered Plan 281**, are less appropriate for low density residential use and would most appropriately be redeveloped for retail commercial and general office uses. Other secondary uses such as a parkette, day care centre, or minor institution may also be permitted. The provisions of Section 2.4.5.9.4.1 shall also apply to any proposed non-residential development of these lands.

2.4.5.9.4.1 For any proposed non-residential development of the properties, the Plan shall require the consolidation of the two properties. Prior to the approval of any amendment to the City's Zoning By-law as it affects this area, it shall be established to the satisfaction of Council that:

- a) the necessary services are available to adequately accommodate the proposed development;
- b) vehicular access is provided from Exmouth Street only and is limited to one access driveway only; and further that no serious traffic problems will result from the proposed use;
- c) sufficient off-street parking is provided in an amount adequate to serve the specific use;
- d) a minimum **6 metres** buffer strip is provided between any non-residential use and any adjacent residential uses - such buffering shall include the provision of fences, grass strips, appropriate shrub planting or landscaping, or any combination thereof;
- e) a minimum **6 metres** building setback is provided from existing residential uses and the building height is limited to **6 metres**;
- f) there is no parking in the required setback from an adjacent residential use;
- g) the scale of any proposed development is compatible with the adjacent residential area; and

h) the proposed use will not adversely affect existing adjacent residential uses.

2.4.5.9.5 The property described as **Lot 2, Registered Plan 281** is currently occupied by a medical centre use. It is a policy of this Plan that this land use may continue or alternatively may be converted to general office uses.

2.4.5.9.5.1 The consolidation of the two properties within the General Commercial designation fronting onto the **north side of Exmouth Street between Lynwood Avenue and the Trillium Park** apartment complex for either an expansion of the existing medical centre use or the development of any use identified in Section 2.4.5.9.4 is considered appropriate.

It is a policy of this Plan that should the medical centre use expand or a use identified in Section 2.4.5.9.4 develop on these properties, the existing commercial access onto **Lynwood Avenue** shall be closed and access provided to **Exmouth Street** only. Alternatively, the property described as **Lot 1, Registered Plan 281** may also be redeveloped for low density residential purposes.

2.4.5.9.5.2 The provisions of Section 2.4.5.9.4.1 shall apply to any future proposal to either expand the medical centre use or redevelop the two properties to another use identified in Section 2.4.5.9.4, except that the buffer referred to in Section 2.4.5.9.4.1 (d) may be **3 metres**.

2.4.5.9.5.3 The property situated on the east side of Gibson Street one property north of the Ontario/Devine/Gibson Street intersection and having a municipal address of **266 Gibson Street** may be used for the purposes of a Contractor's Yard or Shop Class A, and a single detached dwelling. The use of the site for a contractor's yard or shop is permitted provided that it is non-offensive and does not have an adverse effect on surrounding established uses.

2.4.5.9.6

OPA #9

2.4.5.9.7 Notwithstanding the provisions of [Sections 2.4.5.2](#) and [2.4.5.4](#), the property municipally known as **460 - 464 N. Christina Street** may be used for the purpose of an apparel design and production centre. This use is defined to mean a multi-faceted business use comprised of the following components: an office, a product design studio, a retail establishment, a production facility, a warehouse and a shipping facility, which has as its principal purpose the design, production and sale of clothing, costumes and accessories as toys and educational resources.

OPA #10

2.4.5.9.8 The site having frontage on Nelson Street and Water Street known municipally as **158 Nelson Street** and **191 Water Street** may be developed for the following range of uses:

- a) medium and high density residential uses and special residential uses such as group homes, residential care facilities, facilities for special population groups and senior citizens' housing;
- b) public and institutional uses such as elementary schools, libraries, museums, places of worship and day-care centres;
- c) neighbourhood parks and recreation uses; and
- d) commercial uses such as retail stores, parking lots, general offices, medical centres, restaurants, clubs-halls, places of amusement and recreation and financial institutions.

2.4.6 Community Commercial Areas

2.4.6.1 Within the Community Commercial designations shown on Schedule "A", it is the intent of this Plan to permit the establishment of commercial uses which primarily cater to the needs of the surrounding areas. The Community Commercial designations are intended to accommodate a limited range of commercial uses in smaller scale plazas and in freestanding buildings. The Community Commercial designations are distributed by service area in various locations throughout the City.

2.4.6.2 Within the Community Commercial designations the permitted uses may include food stores, convenience commercial uses, gas bars, car washes, animal hospitals with no outdoor kennels, specialty retail uses such as hardware stores and pharmacies, personal service shops such as barbers and hairdressers, restaurants, day care, laundromats, dry cleaners and small scale oriented office and financial services uses such as branch banks, medical uses and commercial schools. Commercial sports or recreation uses and residential conversions may also be permitted.

2.4.6.3 Any new development or redevelopment proposals within the Community Commercial designation shall be subject to the following policies:

- a) adequate buffering in the form of fencing, berming and landscaping shall be required in the context of site plan control approval to minimize potential impacts between the proposed commercial use and abutting residential uses;
- b) the floor space of the building devoted to commercial use shall be appropriate to support and serve only the surrounding population; and
- c) any new building or addition to be constructed for a permitted community commercial use shall be designed and built in a manner compatible with the surrounding residential buildings.

2.4.7 Highway Commercial Areas

2.4.7.1 The Highway Commercial designations shown on Schedule "A" to this Plan are primarily intended to serve the highway-oriented needs of the travelling public by providing access to food, fuel and accommodation. However, it may also serve some of the commercial needs of the City and surrounding areas. The Highway Commercial designations are located in close proximity to Highway 402 and are anticipated to rely on vehicular traffic for their business and to generate a significant number of vehicular turning movements.

2.4.7.2 This designation may include, but not necessarily be limited to, hotels, motels, vehicle fuelling stations, automobile sales, trailer and marina sales, repair and service facilities, public garages, vehicle washes, restaurants, places of amusement and recreation, nursery or garden centres, industrial and agricultural equipment sales and service, farmer's markets, flea markets, retail warehouses, retail uses, contractor supply stores, service industrial uses with limited open storage, churches, and funeral

service establishments.

- 2.4.7.3** New residential uses shall not be permitted in a Highway Commercial Area, except in direct association with a use permitted in [Section 2.4.7.2](#) and located in the same building.
- 2.4.7.4** All new Highway Commercial uses shall be required to connect to the municipal water supply and sanitary sewerage systems.
- 2.4.7.5** In addition to the provisions of Section 5.6 of this Plan, provisions shall be made for a continuous strip of land intended for landscaping purposes between any Highway Commercial use or parking area and the adjacent road, except for designated entrances and exits.
- 2.4.7.6** New Highway Commercial Area development will be encouraged primarily by infilling along London Line between Modeland Road (Highway 40) and Airport Road on the north side and between Modeland Road and Lot 11 on the south side. Extensions to the Highway Commercial Area designation will be discouraged.
- 2.4.7.7** Shared access points serving more than one property and use shall be encouraged.

2.4.7.8 **Site and Area Specific Highway Commercial Policies**

- 2.4.7.8.1** The lands municipally known as **1730 London Line (Hiawatha Horse Park)** may be used as a private horse park which may include a gaming facility, and active or passive recreational activities such as harness racing, equestrian training and demonstration, horse farming all with related buildings, structures or facilities which may include, but are not necessarily limited to, a grandstand, barns, a track and infield, pond or lake, restaurant and lounge and auditorium.

OPA #6

- 2.4.7.8.2** The lands located within approximately the first **175 metres** north of **London Line** between **Airport Road** and **Telfer Road** may be used for either Highway Commercial land uses or Business Park land uses in accordance with the following:
- a) Should the property owner proceed with a Business Park designation, the land uses permitted shall be restricted to those uses permitted in [Section 2.5.4.2](#) and all other pertinent policies shall apply;
 - b) Notwithstanding [Section 2.4.7.2](#), should development proceed as Highway Commercial in this location, the implementing Zoning By-law may restrict the range of uses permitted;
 - c) Notwithstanding [Section 2.4.7.2](#) automotive land uses and contractor supply yards may be prohibited if adequate separations from existing residential development are not attainable;

- d) The areas so designated shall be developed by site specific Zoning By-laws that have appropriate regard for adjacent residential uses. Amendments to the Zoning By-law may be refused if insufficient buffering can occur;
- e) Frontage restrictions shall be applied to ensure that each site applying for an amendment to the Zoning By-law has a sufficient land buffer between the proposed land use and abutting existing residential properties; and
- f) Restaurant uses shall only be permitted within areas that are at least **50 metres** removed from an existing residence.

2.4.8 Office Commercial Areas

2.4.8.1 The predominant use of land within the Office Commercial designations shown on Schedule "A" shall be general office and medical centre uses subject to the following policies:

- a) that wherever feasible, the existing buildings in the area be conserved and that renovations, additions and conversions that revitalize the existing buildings and extend their functional life be encouraged and supported;
- b) office commercial developments, redevelopments and conversions or additions shall provide for parking in accordance with the Zoning By-law requirements;
- c) one or more rear yard parking areas may be inter-connected to facilitate traffic circulation;
- d) the mix of office commercial land uses and buildings are encouraged to complement the existing uses and buildings;
- e) any new development shall be designed and sited to minimize any adverse traffic activity or servicing impacts on the surrounding residential areas;
- f) the maximum height of any new development shall be limited to two stories;
- g) fencing and/or landscaped buffer strips shall be required as part of site plan control provisions to screen all parking areas from adjacent residential uses; and
- h) facilities for the lighting of parking areas and buildings shall be designed and oriented to ensure that impacts on adjacent residential uses are minimized.

2.4.8.2 Low density residential uses are also permitted. Low density residential land uses shall include single detached dwellings, converted dwellings containing not more than two dwelling units and group homes.

2.5 INDUSTRIAL AREAS

2.5.1 Light Industrial Areas

permitted uses

2.5.1.1 Within Light Industrial Areas the primary permitted use of land will generally be non-noxious industrial uses such as general manufacturing, research and development, warehousing and wholesaling and light assembly or any combination thereof within enclosed buildings subject to the policies covering outdoor storage in [Sections 2.5.1.5](#) and [2.5.1.6](#).

noxious uses

2.5.1.2 Industrial uses which are considered a noxious trade business or manufacture under Provincial legislation or regulations will not be permitted in Light Industrial Areas.

secondary uses

2.5.1.3 Secondary uses which may be permitted include Public Uses in accordance with the provisions of Section 4.2 of this Plan and the following:

- a) general office, commercial and institutional uses which do not inhibit the industrial use function of the Light Industrial Areas;
- b) service stations, automobile repair garages, vehicle and equipment rental outlets and vehicle, trailer and boat sales outlets;
- c) certain ancillary commercial uses are permitted within Light Industrial Areas, such as the following typical uses:
 - banks and other financial institutions serving the Light Industrial Area;
 - restaurants, caterers, banquet halls and night clubs;
 - existing retail building and contractor's supply stores;
 - commercial sports or recreation uses;
 - service organization establishments and facilities for private associations;
 - other similar uses;
- d) limited retailing within industrial buildings for the sale of goods manufactured on the premises, the amount of which is to be set out in the Zoning By-law; and
- e) parks and public open space.

location of accessory and secondary uses

2.5.1.4 Accessory and secondary uses except for Parks and Public Open Space and retailing uses within industrial buildings, will generally be encouraged to locate on Arterial Roads and Collector Roads, preferably grouped at or near the entrances to industrial areas and at major road intersections wherever possible.

outdoor storage

2.5.1.5 Outdoor storage of industrial materials and equipment will only be permitted as an ancillary use to the permitted uses in Light Industrial Areas. Outdoor storage of industrial materials and equipment along Arterial Roads, Collector Roads, Provincial Highways, on the periphery of Light Industrial Areas, and/or adjacent to Residential Areas, will be discouraged. Outdoor storage should be located in a rear yard and should be adequately screened from adjacent properties, municipal streets and provincial highways.

2.5.1.6 Fencing, screening and minimum separation distances from non-industrial uses shall be required as part of site plan control provisions. Permitted outdoor storage shall not extend above the height of the required screening.

development standards

2.5.1.7 The Zoning By-law will prescribe specific development standards related to parking requirements, setbacks, coverage, buffering, separation, etc., to ensure that conflict with surrounding uses is minimized to the satisfaction of the Municipality. Buffering will be considered in light of Provincial guidelines on separation distances between industrial facilities and sensitive land uses.

existing residential uses

2.5.1.8 Adequate separation distances must be maintained between new industrial development and existing residences and residentially zoned land.

residential uses attached to permitted uses

2.5.1.9 Residential dwelling units for a caretaker or watch person may be permitted provided they are structurally attached to the main permitted use on the lot.

2.5.1.10 All new industries within the Light Industrial designation will be required to connect to the municipal water supply and sanitary sewer systems.

2.5.1.11 High Performance Areas

2.5.1.11.1 Within the Light Industrial areas designated as High Performance on Schedule "A", the following policies shall apply:

- a) no outside storage of goods, materials or equipment shall be permitted on the portion of a lot between any building and Highway 402;
- b) substantial landscaped buffer strips shall be installed to screen all parking areas from adjacent uses and roads, where appropriate;
- c) a site plan control by-law under Section 41 of the Planning Act shall be adopted to provide development control for all new development in High Performance Areas. In addition to the provisions of Section 6.10 herein, development standards in the

Light Industrial-High Performance designation shall include paved parking lots; and

- d) wherever possible industrial buildings shall be sited on lots which are adjacent to provincial highways and arterial roads in a manner so as to appear to front onto such roads, notwithstanding that access to the lots may be provided by a local or collector road.

2.5.1.11.2 Within the Highway Commercial and Light Industrial-High Performance designations at the northwest intersection of Provincial Highway 402 and Airport Road, it shall be a policy of this Plan to ensure that metres are placed on sanitary sewers to monitor the volume of effluent emanating from an area. Should the capacity of the area be reached, it shall be a policy of the Plan that no further development occur unless alternative engineering or servicing techniques are devised to alleviate the capacity problem.

2.5.1.12 Site and Area Specific Light Industrial Policies

2.5.1.12.1 Within the Light Industrial designation at the northwest intersection of Provincial Highway 402 and Airport Road, the permitted uses may include those associated with the servicing, cleaning and maintenance of trucks, as well as a truck transport terminal. Such uses will be subject to the provisions of [Subsection 2.5.1.11](#) for High Performance Areas.

2.5.2 Heavy Industrial Areas

2.5.2.1 Lands designated Heavy Industrial shall be used for manufacturing, assembly, processing, fabricating, repairing, warehousing, wholesaling and petrochemical processing facilities, primarily within enclosed buildings. It is the intent of the City to encourage industries, which may be precluded from locating in the Light Industrial Areas or High Performance Areas, to locate in Heavy Industrial Areas. Other secondary uses include the following:

- a) public uses in accordance with the provisions of Section 4.2 of this Plan;
- b) limited ancillary commercial uses including banks, restaurants, service stations, vehicle washes and industrial equipment and supply outlets provided they do not result in conflicts with permitted heavy industrial uses;
- c) industrial and scientific research facilities;
- d) greenhouses;
- e) truck storage;
- f) transportation terminals;

- g) scrap yards, salvage yards, storage yards, including outside storage of scrap and other materials;
- h) storage of petroleum and petrochemical products; and
- i) uses permitted in Light Industrial Areas.

2.5.2.2 Development of the Heavy Industrial Areas will be subject to the following criteria:

- a) outside storage of goods, materials and equipment is permitted provided it is buffered from public roads and residential areas by berms, setbacks, landscaping and/or screening;
- b) accessory office uses shall be permitted provided they are on the same lot and related to the main industrial use; and
- c) along certain major roads such as Modeland Road (Highway 40), Plank Road, Vidal Street, Christina Street, Churchill Road and Indian Road, Site Plan Control shall be used to apply standards to provide protection to both adjacent residential and rural uses and the Heavy Industrial Areas themselves. Such standards may include special requirements for restricted uses; screening and buffering; building and outside storage siting; landscaping; setbacks; parking; signage and access.

woodlots

2.5.2.3 Within Heavy Industrial Areas, all new development requiring the removal of forest cover from significant woodlots as defined in the County's Official Plan shall be required to be replaced as a condition of a development approval, at a rate equal to the amount of forest cover that was removed. Preference will be given to replacing the trees at the same site and/or within natural heritage areas (environment protection areas) and public open space in the City. The replacement tree stock should consist of indigenous species where quality stock is available.

2.5.2.4 It is the intent of this Plan to permit those industries with potentially offensive characteristics in terms of appearance, odours, noise and dust emissions and truck traffic generation, that would be precluded from the Light Industrial Areas to locate in the Heavy Industrial Areas as long as their normal operations do not create an environmental hazard.

2.5.2.5 Industrial uses which, because of their nature or the materials used are classified as a noxious trade, business or manufacture under Provincial legislation or related regulations shall not be permitted.

2.5.2.6 All new industries within the Heavy Industrial designation will be required to connect to the municipal water supply and to a sanitary sewer system.

2.5.2.7 Liquid industrial chemical wastes shall be pre-treated in accordance with the City of Sarnia sewerage use by-law prior to their discharge into the municipal sewer system.

(Hauled liquid industrial wastes will be disposed of in accordance with the regulations of the Ministry of the Environment).

2.5.2.8 The City may prepare a Conceptual Development Plan in accordance with the provisions of Section 6.13 of this Plan for the Plank Road Industrial District. Such a Conceptual Development Plan would indicate the future general alignment of local roads, collector roads and spur line railway track facilities within the Heavy Industrial Areas, in addition to the provisions of [Section 2.5.2](#) of this Plan.

2.5.2.9 It is the policy of the City to encourage the extension and installation of spur line railway track facilities within the Heavy Industrial Areas of the City. It shall be clearly shown how the development of the lands covered by any proposed plan of subdivision would not preclude the future extension and installation of spur rail lines if at all possible.

2.5.3 Site Design Policies - All Industrial Areas

The following site design policies will apply to all Industrial Areas.

2.5.3.1 New industrial development adjacent to existing industrial uses will be encouraged to integrate the design and dimensions of structures, parking areas and access points with those of the adjacent uses.

2.5.3.2 New industrial development will ensure that there is:

- a) safe and adequate access from the road subject to the approval of the authority having jurisdiction. Individual access points will be limited in number and designed to minimize any danger to vehicular and pedestrian traffic. Continuous access will be discouraged in favour of a curb and designated ingress and egress points. Shared access among industrial establishments will be provided wherever possible;
- b) adequate off-street parking and loading spaces, in accordance with the provisions of the Zoning By-law, and the spaces should be located beside or behind the establishment, where possible;
- c) adequate site landscaping and maintenance of all lands; and
- d) consideration given to protecting and enhancing the natural environment and natural heritage in the area.

2.5.3.3 Where new industrial development is proposed adjacent to residential land uses, the following provisions must be adequately addressed:

- a) adequate screening and/or buffering is provided between the two uses;
- b) the impacts of parking, storage, loading and lighting are minimized; and

- c) traffic flows, building forms and relationships to neighbouring buildings and uses are acceptable.

OPA #6

2.5.4 Business Park Areas

2.5.4.1 The Business Park designation consists of those lands designated for non-offensive, non-noxious manufacturing and assembly, technological, commercial and recreational uses on Schedule "A" and located generally north of London Line, east of Airport Road, south of the Telfer Diversion Drainage Channel and Highway 402 and west of Telfer Road.

2.5.4.2 Any development within the Business Park designation shall be subject to the policies of [Sections 2.5.3](#), 5.6, 5.7, 5.9 and 5.15 of this Plan. Without limiting the generality of the foregoing, the following additional policies shall also apply:

- a) Permitted uses within the Business Park shall include non-noxious, non-offensive light industrial uses that involve assembly, fabrication, manufacturing, warehousing, storage or distribution within wholly enclosed buildings, freestanding office uses, wholesaling, research and technological uses laboratories and printing and publishing establishments. A showroom, retail and sales operations in association with and ancillary to the permitted uses may be permitted in buildings in the business park provided that such space does not exceed **25%** of the gross leasable floor area of the permitted use.
- b) Manufacturing and assembly plants which have or would have a significant detrimental effect on the safety, use, amenity or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, vibration, fire or explosive hazards, or dangerous goods shall not be permitted.
- c) Access to the site shall be restricted to London Line and Airport Road in order to provide for the safe, logical and efficient movement of people and goods from the Business Park. These proposed access points shall be deemed to be an intersection for future improvement that may include, but not limited to turning lanes, acceleration and deceleration lanes, signalization, daylight triangles and improvements to sight lines.
- d) Direct access to Telfer Road from the site shall be prohibited in order to preserve the existing residential character along the east side of Telfer Road.
- e) Access to Airport road will be restricted to one (1) public road. No direct access to individual sites will be permitted from Airport Road.
- f) In order to mitigate any potential impact associated with the proposed Business Park, the erection of a solid noise barrier fence and/or berm sufficient to meet the requirements of the Ministry of Environment Noise Guidelines will be required prior to the development of the subject lands for business park purposes. A barrier will also be required to be erected along the westerly boundary of the Airport Road

right-of-way outside of the Business Park designation that would contribute to meeting MOE Guidelines. Berm and landscaping requirements will also be required along the eastern portion of the site abutting Telfer Road and adjacent to the existing dwellings on London Line and Telfer Road.

- g) To provide for an area of land use transition between planned business park uses and existing residential dwellings situated along the north side of London Line between Airport Road and Telfer Road, only the following uses shall be permitted within **150 metres** of London Line or Airport Road: animal clinics, assembly halls, automotive service stations, automobile washing establishments, bakeries, call centres, catering establishments, commercial recreation establishments, convenience stores, duplicating shops, financial institutions, funeral homes, laboratories, offices, public halls, research and development establishments, restaurants, service establishments, social or service clubs and buildings and uses accessory to permitted uses. No open storage shall be permitted in association with these uses located within **150 metres** of London Line or Airport Road.
- h) To provide for a buffer area between planned business park uses and the residential dwellings situated along the east side of Telfer Road no buildings or structures will be permitted to occur within **50 metres** of Telfer Road with a minimum **15 metres** bermed planting strip.
- i) No outdoor storage of goods or material will be permitted within any yard adjacent to Highway 402 or within **100 metres** of Highway 402 or any public road. All open storage shall be adequately screened by a combination of solid screening and natural landscape materials so as not to be visible from any public road or adjacent residential property. No open storage shall exceed the height of the screening. Open storage shall not exceed **10 %** of the area of the lot.
- j) In addition to the amenity and design requirements of [Sections 2.5.3.2](#), 5.6 and 5.7 of the Official Plan, the City shall encourage conformity to a set of architectural guidelines, prepared by the City, to enhance the visual amenity and encourage the development of a prestigious, high quality business park. This shall include provisions respecting landscaping. Substantial landscaping and buffering shall be installed to buffer all parking areas from adjacent uses, site boundaries, site boundary roads and internal roads, as appropriate. Buildings shall be substantially setback from the streetline and adjacent dwellings to ensure that substantial landscaping in the form of berming, vegetation or fencing can be incorporated into yards directly adjacent to the street line or dwellings in order to achieve the objective of creating a park like setting. Any outdoor mechanical equipment and facilities such as garbage containers will be adequately screened from view.
- k) The architectural design of buildings located within the Business Park, which are located on lots abutting Highway 402 and internal local roads, shall be designed in such a manner so as to appear to front onto both roads.

- l) Parking between the building and the street line will generally be limited to that necessary to adequately serve customers. There will be no parking permitted to occur adjacent any road bounding the Business Park site (i.e. London Line, Airport Road). Employee parking, loading docks, and service areas, where feasible, shall be located in a yard that does not abut a street. The visual appearance of parking lots, loading docks and service areas which are visible from the road will be enhanced using a variety of methods such as fencing, vegetation and berming to provide visual relief and screen the use from adjacent uses.
- m) Lighting spill over or glare from any lighting source including illuminated signs from any lands in the business park onto adjacent uses shall be minimized by such means as directed lighting or landscaping.
- n) Storm water shall be managed in a manner consistent with the prestige character of the area. Storm water shall be managed on site by one of the following - ponds, swales, piped systems or similar facilities.
- o) Appropriate interim agricultural uses where no livestock operations are involved or that do not prejudice the long term development of the Business Park area may be permitted on vacant lands not immediately required for development.
- p) Development of the Business Park shall be based on the provision of full municipal services.
- q) In order to ensure that the scale of buildings in the Business Park are compatible with the scale of adjacent residential uses and the restrictions associated with the flight paths of the Chris Hadfield Airport as outlined in Section 5.15 of this Plan, provisions shall be included in the Zoning By-law to regulate the height of buildings and coverage of the site.
- r) Lands located within the Business Park designation fronting Telfer Road and abutting the northern property limit of **5827 Telfer Road** and lands located within the Business Park designation fronting London Line and abutting the westerly property limit of **2052 London Line** may be developed as a single detached dwelling.

2.6 **INSTITUTIONAL AREAS**

2.6.1 The Institutional Area designations on Schedule "A" apply to existing major institutional facilities.

permitted uses

2.6.2 Within Institutional Areas the primary use of land will be major operations of a community or regional nature including government, health care, day-care, nursing home, educational, religious, recreational, social welfare, and cultural facilities.

Secondary uses permitted within Institutional Areas will include ancillary residential and office facilities, pharmacies and medical offices only.

new institutional uses

2.6.3 New Institutional land use designations will require an amendment to this Plan and will only be considered on the following basis:

- a) major institutional uses will be located to minimize any potential conflict between these uses and adjacent land uses particularly residential areas. Appropriate setbacks, visual screening, planting and/or fencing measures shall be provided between the institutional use and the nearby residential area;
- b) approval of development will be subject to the availability of required urban services including municipal sewer and water and of adequate vehicular access and off-street parking and loading facilities;
- c) joint planning for and the joint use of facilities provided by different public agencies shall be encouraged with particular emphasis on community and educational facilities;
- d) new major institutional uses shall be located on an arterial or a collector roadway;
- e) residential facilities associated with the major institutional use may be permitted;
- f) all major institutional uses should be located close to public transit and pedestrian links, wherever possible;
- g) new major institutional uses will not impact in an undesirable manner on surrounding Residential Areas, nor generate traffic beyond the capacity of the local road system; and
- h) new major institutional uses will be strategically located in relation to the population served.

2.6.4 Institutional uses are also permitted within other land use designations as indicated and implemented through the City's Zoning By-law.

2.7 **MAJOR OPEN SPACE AREAS**

The provision of public recreational space and facilities is an important component for the social well being of the residents of the City. It is the City's intent to provide opportunities for the creation of public parks and recreational facilities and to work with local service clubs, school boards, and private citizens to improve and expand the park system.

Parks and recreation facilities will be provided to meet the general needs and desires of the residents.

2.7.1 **General Policies**

2.7.1.1 The Major Open Space designation as indicated on Schedule "A" generally covers parkland and public open space to satisfy the outdoor recreational needs of the public.

2.7.1.2 The Major Open Space designation is intended to cover significant areas of parkland and open space. Neighbourhood Parks including Tot Lots are permitted uses in Urban and Suburban Residential areas and therefore are not generally included within the Major Open Space designation.

primary permitted uses

2.7.1.3 Community Parks and Major Parks are the primary public recreation uses permitted within the Major Open Space designation, but additional uses such as land, water and forest conservation, stormwater detention areas, and ancillary structures or buildings, are permitted.

secondary permitted uses

2.7.1.4 Secondary uses, including any ancillary buildings or structures which may be permitted include the following:

- a) golf courses including driving ranges and putting greens;
- b) private parks;
- c) public campgrounds;
- d) cemeteries including crematoria;
- e) non-commercial gardening including nurseries;

- f) botanical gardens;
- g) zoological parks;
- h) swimming pools, skating rinks and ponds; and
- i) ancillary retail commercial uses and parking facilities as long as such uses do not inhibit the operation of the primary use.

2.7.1.5 Where any land designated as Major Open Space is under private ownership, the Plan does not intend that this land will necessarily remain as Major Open Space indefinitely, nor shall it be construed as implying that such land is free and open to the general public or that the land will be purchased by the City or any other public agency.

2.7.1.6 Wherever possible, an interconnected open space system will be developed. In the event that transportation or utility corridors are no longer required for such purposes, they should be incorporated into the municipal open space system. The City will encourage the co-operation and participation of public service groups and private citizens in developing such corridors as open space linkages. Consideration will be given to the potential for linking the City's open space system with those of neighbouring municipalities.

2.7.1.7 The City shall endeavour to promote the use of bicycle and pedestrian corridors wherever possible in the interests of fiscal responsibility, energy conservation, good health, recreation and environmental protection.

parkland dedication

2.7.1.8 Public open space will generally be acquired through the dedication of lands or the payment of funds pursuant to the provisions of the Planning Act, and will be provided in accordance with the following policies that will be applied throughout the entire Municipality.

2.7.1.9 As a condition of residential development or redevelopment conveyance of land to the City for park purposes will be required at a rate of **5%** of the land proposed for development or **1 hectare** for each 300 dwelling units proposed or, cash-in-lieu thereof. As a condition of industrial and commercial development or redevelopment, the conveyance of land to the City for park purposes may be required at a rate of **2%** of the land proposed for the development to the City for park purposes, or cash-in-lieu thereof.

cash-in-lieu of parkland

2.7.1.10 Cash-in-lieu of dedicated parkland will be based on the appraised value of any lands required to be conveyed for park purposes in accordance with the appropriate provisions of the Planning Act. Cash-in-lieu will be accepted for example when there is no deficiency in parkland based on the parkland density standards or the parcel

proposed is not appropriate for parkland.

Combinations of cash-in-lieu and parkland dedication may be accepted in some instances. For example, when partial dedication would achieve the desired parkland standard for the area or where private recreational facilities are being constructed.

condition of dedicated lands

2.7.1.11 The City will generally not accept as part of the minimum parkland conveyance lands that are required for drainage purposes, lands susceptible to flooding, steep valley slopes, hazard lands, connecting walkways and other lands unsuitable for development. Furthermore all lands conveyed to the City will be in a physical condition satisfactory to the City considering the anticipated park use. The City may accept some lands that contribute to linkages between existing parks in the system as part of the dedication at their discretion.

2.7.1.12 The City may, from time to time, wish to acquire from developers, lands that are of particular value because of their physical quality or because they provide the opportunity to link other parts of the open space system. Where these lands exceed the 2% dedication which may be required for commercial and industrial development or the 5% dedication required for other purposes, the City will attempt to acquire such lands through purchase from the developer or through the use of Bonusing as described in the "Implementation" policies of this Plan.

2.7.1.13 Where a parkland dedication is required by this Plan, the City will ensure that the land is suitable for development as a park. Generally, the parkland dedication should satisfy the following criteria:

- a) the site is not susceptible to nuisance flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area. Sites subject to these conditions may be integrated through developer donations, where possible, into the development of municipal park areas by serving as pedestrian walkways, as part of a linear trail system as passive recreation areas, or as natural areas; and
- b) the site is oriented to take advantage of favourable topography, vistas and mature stands of trees where possible and desirable.

multiple family developments

2.7.1.14 Any multiple unit residential development with over 25 units should incorporate a private parkette or other on site amenities for the use of its residents.

agreements

2.7.1.15 This Plan continues to encourage the development of public/private agreements between the City and other organizations, such as public service clubs or school

boards, for the increased utilization of space and facilities such as open space, gymnasiums, or buildings, in order to best serve the residents.

school sites

2.7.1.16 It is recognized that school sites often provide an important open space resource within the community. Therefore, the City will continue to co-operate with School Boards in obtaining new school sites and integrating such sites with municipal parkland. More specifically, the City will pursue the following:

- a) where feasible, municipal parkland will be developed in conjunction with elementary or secondary school sites;
- b) where there is a shortage of neighbourhood or community parks and there are undeveloped school sites within the neighbourhood, the City may enter into an agreement with the respective School Board regarding the development of the land for park purposes;
- c) where municipal parkland is obtained adjacent to a new school site, such parkland shall be of a size, configuration, condition and location and have appropriate access so that it can function properly as a neighbourhood or community park in the event that the school property is not developed; and
- d) encourage School Boards to enhance their playgrounds through tree planting and other naturalization programs where appropriate.

other agencies

2.7.1.17 This Plan continues to encourage the assistance of public service groups, businesses and private citizens in the provision of parkland and park equipment.

2.7.1.18 The acquisition of lakefront and riverfront property for public purposes is an objective of this Official Plan. The City will seek the co-operation of the St. Clair Parkway Commission and the St. Clair Region Conservation Authority and other appropriate City Council committees in the acquisition and development of waterfront parkland, with these activities to be concentrated in specified locations, which would make a significant contribution to the City's open space network. Parcels of waterfront land which would be suitable for development as public open space should be identified in the City's Parks and Recreation Master Plan.

2.7.1.19 The concept of developing a continuous open space system along the St. Clair River and Lake Huron waterfronts through Sarnia and Point Edward, linking major park areas, inland watercourses, municipal drains and allowing the development of passive recreation areas and corridor recreation activities such as cycling, walking, bird watching and jogging continues to be desirable and is supported by the City.

2.7.1.20 A Parks and Recreation Master Plan shall be maintained by the City to provide adequate guidance to Council in its decisions regarding parks and recreational

facilities.

2.7.1.21 Applications for the redesignation to another use of all or part of an existing Major Open Space Area may be permitted by the City after considering the following:

- a) the existence of any significant or unique natural features and/or environmentally sensitive areas;
- b) the proposed methods by which the above would be handled in a manner consistent with accepted engineering practice and environmental management methods;
- c) the concerns of the local Conservation Authority appropriate City Council Committees and/or the Province; and
- d) the other policies of this Plan related to parks and open space.

2.7.1.22 There is no public obligation to redesignate or to purchase any Major Open Space Areas.

2.7.2 Major Parks

2.7.2.1 Major Parks will be acquired, developed and maintained by the City as large areas of public open space to serve the entire City. Major Parks will be subject to all policies pertaining to Major Open Space Areas provided by this Plan.

2.7.2.2 Major Parks are intended to provide a broad range of active and passive recreational opportunities. More specifically, Major Parks will:

- a) incorporate environmentally significant natural areas wherever feasible;
- b) provide large open areas which can facilitate active sports activities;
- c) provide for low intensity passive recreational activities easily accessible to residents throughout the City; and
- d) be located on or near an Arterial Road or Collector Road wherever possible.

2.7.2.3 Canatara Park is the largest and most diverse major park in the City with an area of approximately 75 ha. The Park is characterized by a variety of landscapes, some of which are in a natural state and others which have been altered to accommodate public recreational and educational activities. It is a policy of this Plan that the future enhancement and development of Canatara Park shall be guided by the Canatara Park Master Plan.

2.7.2.3.1 The Canatara Park Master Plan identified many locally significant natural areas within the park which support locally unique plant communities and wildlife habitat

encompassing various types of woodlands, wetlands and grasslands. It is a policy of this Plan that the locally significant natural areas in the park be maintained in their natural state and protected where appropriate.

2.7.3 Community Parks

2.7.3.1 Community Parks are intended to serve the recreational needs of the residents at the community level.

2.7.3.2 Community Parks will:

- a) provide indoor and outdoor recreation facilities serving several residential neighbourhoods within the City, and provide a focal point for community activities;
- b) provide for active recreational activities predominantly;
- c) be accessible to the neighbourhood and where possible, subdivision plans should incorporate walkways to new or existing parks;
- d) incorporate elements of the natural environment wherever feasible;
- e) be located on a Collector or Arterial Road; and
- f) be integrated with a school playing field if possible, where shared use of parkland can be facilitated.

2.8 ENVIRONMENTAL PROTECTION AREAS

The City contains natural areas that could include significant natural features (e.g. wetlands and woodlots) which must be protected with special provisions. Development in these areas will be discouraged. Some of these natural areas are coincident with identified hazard lands. It must be noted however, that not all natural areas contain inherent hazards.

2.8.1 This Plan designates significant natural areas as “Environmental Protection Areas” and will encourage the maintenance of these lands in their natural state where possible. These areas include Provincially Significant Wetlands, Significant Portions of the Habitat of Threatened and Endangered Species, Areas of Natural and Scientific Interest (ANSI’s), Environmentally Sensitive Areas (ESA’s), Significant Woodlots, significant valley lands, significant wildlife habitat, prairie grasslands, Locally Significant Wetlands, nature reserves, fish habitat, and other appropriate areas identified by Council.

Schedule "B" identifies significant natural areas based on the readily available mapping and resources. It is recognized that further information may be forthcoming identifying other natural areas that may be deemed significant upon further evaluation, utilizing current OMNR reference manuals. New significant natural areas that may be identified from time to time, will be added to Schedule "B" as an amendment to the Plan.

permitted uses

2.8.2 The use of lands in Environmental Protection Areas will be restricted to agriculture (exclusive of any buildings or structures), conservation, forestry, parks, bike and walking trails, other passive outdoor recreational uses and marine facilities where appropriate. Some permitted uses will be restricted if located within or adjacent to defined Wetlands, Areas of Natural or Scientific Interest (ANSI’s), and Environmentally Sensitive Areas (ESA’s) as identified by the Province, the County, the City, or the local Conservation Authority in consultation with the local community groups such as Lambton Wildlife and the Sarnia Urban Wildlife Committee and any other environmental advisory committees that may be established by City Council.

changes to schedules

2.8.3 Minor changes to the boundaries of Environmental Protection Areas may be permitted without an Official Plan amendment provided that a detailed assessment of the sensitive area has been undertaken to the satisfaction of the City. In the case of Environmental Protection Areas or features, Council will consider the nature and sensitivity of the area or feature and must be satisfied that the impact can be alleviated consistent with sound resource management practices. The City will consult with the local Conservation Authority, and any other appropriate City Council committee.

designation boundaries approximate

2.8.4 The boundaries of Environmental Protection Areas are approximate and will be used to guide the preparation of the Zoning By-Law provisions which will implement the policies of this Plan. As detailed mapping of Environmental Protection lands and/or features becomes available, the local Conservation Authority, appropriate City Council committees and the Province will be consulted, and the Official Plan and Implementing Zoning By-Law, will be amended as required. The Zoning By-law will establish more precise boundaries of Environmental Protection Areas, and building setbacks appropriate to the degree of hazard and environmental sensitivity.

zoning

2.8.5 Environmental Protection Areas will be zoned in the implementing Zoning By-Law.

private lands

2.8.6 Where Environmental Protection Areas are under private ownership, the Official Plan does not intend that this land will necessarily remain as Environmental Protection nor will it be construed as implying that such land is free and open to the general public or that the land will be purchased by the City or any other public agency. An application for redesignation of lands designated Environmental Protection may be approved by Council after taking into account:

- a) the sensitivity of the natural area and/or the existing physical hazards;
- b) the potential negative effects of the redesignation on sensitive areas or the impact of the hazards on the proposed redesignation;
- c) the proposed methods by which any negative effects can be addressed in a manner consistent with accepted engineering techniques and resource management practices;
- d) the costs and benefits in monetary, social and biological value in terms of engineering works and/or resource management practices needed to address any negative effects;
- e) the potential for subsequent increases in demand for associated future development such as subdivision expansion, road widening, and bridge crossings which may negatively impact on lands designated Environmental Protection;
- f) the results of an Environmental Evaluation undertaken to assess the potential for development, the potential impacts and mitigation techniques; and
- g) the environmental, ecological or natural heritage value of the development including but not limited to the impact on wildlife and habitat following consultation with appropriate City Council Committees.

redesignation/purchase

- 2.8.7** There is no public obligation, to redesignate or to purchase any Environmental Protection Areas, particularly if there is a sensitive natural area or an existing or potential hazard that would be difficult or costly to overcome.

floodlines

- 2.8.8** The Environmental Protection designations are not to be construed as delineating the floodline related to a watercourse. As noted in the introduction to this section, the designation encompasses a number of types of natural environments and may include hazard areas. It is possible that the delineation of the Environmental Protection designation follows the defined floodline, however this may not always be the situation. Accurate mapping of floodlines may not exist in many cases.

Where any flood and erosion risk mapping, flood control or other works are undertaken which result in significant changes to the boundaries of Environmental Protection Areas, the Official Plan will be amended accordingly.

parkland dedications

- 2.8.9** Where new development includes lands within an Environmental Protection Area, such lands may not necessarily be considered acceptable by Council for dedication to the City for park purposes. All lands dedicated to the City for park purposes will be conveyed in a physical condition acceptable to the City.

setbacks

- 2.8.10** Building setbacks will be imposed from the boundaries of Environmental Protection Area(s) in relation to the kind, extent and severity of the existing and potential hazards. Such setbacks will be set out in the implementing Zoning By-Law.

land severances

- 2.8.11** Land severance in Environmental Protection Areas may be permitted in accordance with the consent policies of this Plan.
- 2.8.12** No buildings or structures shall be allowed in Environmental Protection Areas other than those necessary for flood or erosion control or for conservation purposes as approved by Council in consultation with the Conservation Authority and the Ministry of Natural Resources.
- 2.8.13** Where the St. Clair Region Conservation Authority has undertaken floodline mapping and/or have registered fill and construction regulations in place, approval for any development must be obtained from the Conservation Authority.

2.8.14 The redesignation of Environmental Protection Areas shall be discouraged. In the event that an application to redesignate these lands is made, the City shall require the approval of an Environmental Evaluation in consultation with the Ministry of Natural Resources, the appropriate Conservation Authority, appropriate City Council Committees and any other relevant agency. The Environmental Evaluation shall be prepared by a professional qualified in the field of environmental sciences to the satisfaction of the City.

2.8.15 Development in or adjacent to an Environmental Protection Area should be designed to incorporate the areas natural features and provide for their long term protection. Environmentally sensitive features such as wooded areas, locally significant wetlands and mature vegetation should remain in this natural state and be incorporated as integral components to proposed development.

environmental evaluation

2.8.16 Prior to any major disturbance, including development, occurring in Environmental Protection Areas the preparation of an environmental evaluation may be required at the discretion of the City, unless a report under the Environmental Assessment Act is prepared for the development.

An environmental evaluation will assess the following:

- a) the sensitivity of the Environmental Protection Area or feature that may be impacted by the proposed disturbance;
- b) the degree of impact of the proposed disturbance on the Environmental Protection Area; and
- c) the methods proposed to alleviate such impacts.

2.8.17 An Environmental Evaluation may be required prior to applications for draft plan of subdivision approval and site plan control approval in any land use designation where environmental issues are a concern. This study shall document all environmental features of the property, including but not limited to the following:

- a) existing vegetation and wildlife;
- b) topography;
- c) aquatic and wildlife habitats;
- d) existing drainage patterns; and
- e) other natural features.

The Environmental Evaluation shall also document the anticipated impact of development on the environmental features and finally, shall recommend measures by

which negative impacts can be minimized and significant resources protected.

2.8.18 The City may prohibit all development, dumping or removal of fill, alteration to watercourses and natural drainage areas, removal of tree stands and the installation of roads and services within Environmental Protection Areas without a satisfactory environmental evaluation prepared in accordance with [Sections 2.8.16](#) and [2.8.17](#). In addition, other lands not within the Environmental Protection Areas may be subject to the requirement of an environmental evaluation being carried out prior to development approval.

provincially significant features and environmental evaluations

2.8.19 Development or site alteration is not permitted in Provincially Significant Wetlands or in Significant Portions of the Habitat of Threatened and Endangered Species. Development proposed adjacent to these areas, or within or adjacent to other Significant Natural Areas must be accompanied by an Environmental Evaluation, as defined in this Plan. The Evaluation will assess the scale of development, the sensitivity of the feature, and the functions for which the Environmental Protection Area was identified.

2.8.20 In accordance with Provincial policy as outlined in "Section 2.3 Natural Heritage" of the Provincial Policy Statement, the following policies shall apply for the protection of Provincially Significant Wetlands. The City of Sarnia currently contains within its boundaries one Provincially Significant Wetland Area - the Wawanosh Wetlands Conservation Area.

2.8.20.1 "Development" shall not be permitted within "Provincially Significant Wetlands".

2.8.20.2 On "Adjacent Lands", "Development" may be permitted only if it does not result in any of the following;

- a) loss of "Wetland Functions";
- b) subsequent demand for future "Development" which will negatively impact on existing "Wetland Functions";
- c) conflict with existing site specific wetland management practices; and
- d) loss of contiguous wetland area.

This shall be demonstrated by an Environmental Evaluation Study prepared in accordance with established procedures and carried out by the proponent addressing items a) to d) inclusive.

2.8.20.3 For the purposes of this Plan the meanings of the terms "Provincially Significant Wetlands", "Adjacent Lands", "Development" and "Wetlands" are as defined by the Provincial Policy Statement.

- 2.8.21** The Perch Creek Wildlife Habitat Management Area has been identified as locally significant wetland areas by the County Official Plan. In addition to the measures to protect “Provincially Significant Wetlands” stated in this section, the City shall endeavour to protect this locally significant wetland through appropriate land use designations and/or environmentally sensitive design when development or redevelopment occurs.
- 2.8.22** It is recognized that there will be natural features, located both within and outside the areas designated as Environmental Protection, that may be important elements of the City’s natural heritage. To protect these, the City will work with residents, service clubs and/or naturalists groups to identify the natural features, such as rare trees, tree rows, vegetated areas, secondary corridors, linkage areas, and wildlife habitat; and, will encourage development proponents to conserve and enhance these features as part of the development approval process.

municipal activities

- 2.8.23** The City will incorporate management practices with respect to municipal buildings and property to reduce the amount of contaminants (pesticides, herbicides, and salt) entering receiving watercourses through street cleaning, snow removal and weed control activities.
- 2.8.24** This Plan recognizes that the primary role of the Bright’s Grove Sewage Treatment Facility, shown on Schedule "B" is municipal sewage treatment and its role as an Environmental Protection Area is secondary.
- 2.8.25** The section of the Howard Watson Nature Trail located between Modeland Road and Blackwell Sideroad has been identified in the County Official Plan as a significant natural area. This section of the Trail provides an ideal habitat for prairie plant species. This habitat provides one of the few remaining suitable refuges for these historically much more prevalent and widespread species. The Plan designates this significant natural area as an Environmental Protection Area. Walking and biking paths are permitted within this Environmental Protection Area.
- 2.8.26** Where an Environmental Protection Area consists of a woodlot, the City will control development adjacent to this area to prevent destruction of trees.
- 2.8.27** Activities that would have a detrimental impact on woodlots within Environmental Protection Areas will not be permitted.
- 2.8.28** Applications for major developments adjacent to woodlots which are designated as Environmental Protection Areas may be required to include an Environmental Evaluation as outlined in [Sections 2.8.16](#) and [2.8.17](#).

2.9 RESOURCE EXTRACTION

2.9.1 Permitted Uses

Lands delineated on Schedule "A" as Resource Extraction may be used for the extraction of minerals such as sand, gravel, stone, clay, oil, gas or salt together with the ancillary uses of aggregate storage, a stone crushing plant, processing facilities, overburden storage, administrative offices, scales and accessory uses unless specifically restricted elsewhere in this Section. Importing aggregate materials and recycled materials (e.g. Recycled asphalt and concrete) for blending with materials extracted at the mineral resource extraction operation is also permitted with the Resource Extraction designation. Extraction of mineral resources is an interim use. Prior to and after extraction, the lands may also be used in accordance with the underlying land use designation as shown on Schedule "A"

wayside pits and asphalt plants

2.9.2 Wayside pits and quarries, and portable asphalt plants, used on public authority contracts will be permitted in all land use designations except Hazard and Environmental Protection Areas and areas where conflicts with existing developments would occur. A Zoning By-law amendment will be required to establish a new wayside pit or quarry in an area of existing development or in an area of particular environmental sensitivity.

extractive operations on lands designated

2.9.3 Expansion of existing licensed pits that are not designated Resource Extraction or the expansion of existing licensed pits outside of the areas designated Resource Extractive or the establishment of new pits or quarries, mines or on-shore petroleum drilling operations will require an amendment to both the Official Plan and Zoning By-Law. Applications to consider new or expanded resource extractive operations will be considered on the basis of:

- a) the impact such operations might have on adjacent land uses, in particular on residential uses including farm dwellings;
- b) the environmental and ecological impact of such operations;
- c) the impact on the City road system;
- d) the degree to which productive farmland would be lost;
- e) the present and projected demand for the products of mineral extraction operations;
- f) the proposed method of operation; and

- g) adequate rehabilitation of mineral extraction operation sites for the benefit of the wildlife.

extractive operations on lands not designated

2.9.4 Applications for amendments to the Official Plan to permit new resource extraction operations or expansions to existing operations on lands not currently designated Resource Extraction on Schedule "A", shall be supported with the following information:

- a) the location, shape, topography, contours, dimensions, area and characteristics of the lands proposed to be used for the new resource extraction operation;
- b) the use of all land, and the location and use of all buildings and structures lying within the Mineral Extraction lands and within **500 metres (1640 feet)** of any of the boundaries of the lands to be used for the resource extraction operation;
- c) the specific location, type, quantity and quality of the mineral resources within the lands to be used for resource extraction purposes;
- d) plans showing progressive grade changes, excavation setbacks, proposed buildings, changes to the drainage systems, access points, mineral storage areas, screening and berming and progressive rehabilitation of the site during the active life of the resource extraction operations; and
- e) the ultimate rehabilitation and reuse of the site.

The above noted information may be supplied by the proponent in an application for a license under the Aggregate Resources Act, a separate submission to the City or a combination of both.

2.9.5 No amendment to the Official Plan shall be considered to permit a resource extraction operation on lands designated as Rural Area on Schedule "A" to this Plan until it has been determined to the satisfaction of the City that:

- a) the site rehabilitation proposals can provide for the continuation of viable agricultural operations;
- b) the significance of the mineral resources takes precedence over the loss of good farmland;
- c) the site is not located within significant natural heritage areas or specialty crop areas; and
- d) a satisfactory separation distance between areas of existing or proposed residential development and vice-versa, will be incorporated into the approved Plan forming part of the license under the Aggregate Resources Act, or its successor, and/or the implementing Zoning By-Law.

pit rehabilitation

- 2.9.6** When the extraction of the mineral resources has been concluded in accordance with the requirements of the above policies, all site plan agreements, and all rehabilitation requirements, the Resource Extraction areas shall only be used in accordance with the land use designation on Schedule "A" to this Plan and the applicable policies of the designation.
- 2.9.7** Progressive or sequential rehabilitation of lands within resource extractive areas shall be encouraged, in accordance with a rehabilitation plan prepared in accordance with the Aggregate Resources Act and/or a Site Plan under Section 41 of the Planning Act.
- 2.9.8** When resource extraction operations are proposed for agricultural lands, rehabilitation of the site will be carried out whereby substantially the same areas and same average soil quality for agriculture are restored. Complete agricultural rehabilitation is not required if:
- a) there is a substantial quality of mineral resource below the water table warranting extraction; or
 - b) the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and
 - c) other alternatives have been considered and found unsuitable;
 - d) agricultural rehabilitation in remaining areas will be maximized; and
 - e) the pit can be utilized as a wetland.
- 2.9.9** All resource extractive uses must satisfy the requirements of the Ministry of the Environment as to water supply, disposal of liquid wastes, pumping operations, the control of air and noise pollution and vibrations where blasting is involved.
- 2.9.10** Offshore drilling for oil or gas will not be permitted.
- 2.9.11** In the area delineated on Schedule "A" Land Use Plan in part of Lots 2, 3, 4, 5 and 6, Concessions 6 and 7, oil exploration and extraction and accessory uses shall be the only resource extractive uses permitted. It shall be the responsibility of any person or corporation engaged in exploration and/or extraction to ensure the continued integrity of the ground water quality and quantity as well as the adequate detection and disposition of gas and oil by-products. The controls required to ensure the application of this policy shall be to the satisfaction of the Ministry of Natural Resources and the Ministry of Environment or any designated agent and shall be at the sole expense of the persons or corporations engaged in exploration and/or extraction.

2.10 WATERFRONT AREAS

2.10.1 The Waterfront classification of land use shall permit water oriented, non-polluting activities, including ancillary commercial uses, public services and utilities, private and public open space and recreational facilities. The winter storage of boats and related repair activities is permitted, but residential activities are prohibited in Waterfront areas.

Where lands are designated as Waterfront along the St. Clair River, Sarnia Bay and Lake Huron waterfronts within the City of Sarnia, permitted uses may incorporate public and private recreational uses, and ancillary uses, which include but are not restricted to public and private boat docking, public picnicking and commercial uses provided such uses clearly serve the major recreational function.

2.10.2 The protection and enhancement of fish and waterfowl habitat in the Waterfront designation is a priority for the City. The City will endeavor to ensure that development in the Waterfront designation will maintain and improve, wherever feasible, the natural environment of the area.

2.10.3 The docking of ships, and related repair activities, and the existing terminal grain elevator operation are permitted in the Waterfront land use category as shown on Schedule "A", subject to the provisions of the following subsections of this Plan. Certain water-oriented activities, including land uses such as warehousing, storage and shipment of goods and products, and sales and service operations ancillary to these uses, maintenance and utility functions and road and rail access are deemed to be appropriate. The above-noted uses, whether existing or proposed, should have no detrimental effect on the health, safety or welfare of established, adjacent land use activities.

2.10.4 The Waterfront has historic and ongoing functional links to the Downtown. The Downtown is shown on Schedule "A" to this Plan and is subject to the policies of [Section 2.4.3](#). It is also the intent of this Plan to recognize the policies of [Section 2.4.3](#) as complementary to the policies of this Section, and:

- a) to encourage both the land based and the water based activities associated with the waterfront and to strengthen their relationship to the Downtown;
- b) to recognize that the waterfront includes the shoreline land based activity area located along the periphery of the Downtown;
- c) to develop and manage the waterfront to reinforce its links to the Downtown in such a manner so as to serve the varied interests of such diversified groups as visitors, tourists, recreational users, marine users, residents of the area and the general public;
- d) to develop, redevelop and manage the Waterfront and Downtown areas as a linked land use and water use area in terms of the following:

- i) that public access to the waterfront be maintained at street-ends, over public open space areas, and along the waters edge;
- ii) that the private security and enjoyment of the area by the water based marine users, commercial establishments and local residents be respected in providing public access to the waterfront;
- iii) that visual access to the water area be by streets in the Downtown that terminate at the Waterfront maximized from Front Street and wherever possible around buildings located adjacent to the waterfront and be maintained in association with open space areas; and
- iv) that adequate public parking be provided along the waterfront or in close proximity to the access points, to service the public parking needs of tourists, recreational users and general public.

2.10.5 Council shall promote the development of the waterfront lands along the St. Clair River, Sarnia Bay and Lake Huron as a continuous major public open space system. No City owned land will be disposed of in these areas and Council will attempt to acquire privately owned lands where appropriate and feasible.

2.10.6 The tourist potential of the waterfront area should be enhanced by the development of water related recreational, commercial and entertainment facilities. The development and design of facilities along the waterfront shall not interfere with the development of a continuous public walkway at or near the water's edge.

2.10.7 Among the uses that may be considered to satisfy the above guidelines, subject to appropriate design and the availability of support services, are restaurants, a theme park, pioneer village, a hotel, a micro brewery, boutiques, board sailing and scuba diving schools, marine outfitters and tour boat operators.

2.10.8 The winter berthing of ships for servicing and repair along the west side of the spit area near the end of Seaway Road may be permitted provided that such use would not prevent the provision of a public walkway at or near the water's edge and would not detract from recreational or open space uses existing on or proposed for adjacent lands. To the extent possible, permanent on-shore dock installations shall be minimized and shall be designed and located to avoid view obstructions or other adverse impacts on existing or proposed adjacent uses.

2.10.9 The waterfront area shall be developed so that its character will primarily be one of a public open space incorporating a broad range of recreational and cultural facilities and uses and restricted commercial uses that will serve the needs and interests of people attracted to the area.

2.10.10 The orientation and design of new buildings and structures shall seek to minimize the visual obstruction of the St. Clair River and Sarnia Bay from in-shore areas and of the shoreline from shoreline locations.

- 2.10.11** Upgrading of the entry points to the Waterfront at Front and Exmouth Street , Exmouth Street and Harbour Road and at the ends of George Street, Lochiel Street and Ferry Dock Hill, through enhancements such as landscaping and signage, shall be encouraged.
- 2.10.12** Where feasible, there shall be uniformity of design for elements such as benches, railings, lighting fixtures, walkways and signs. Furthermore, the architecture of buildings to be built within the waterfront should reflect a common theme for the waterfront.
- 2.10.13** Support facilities for recreational activities are permitted. The major facility of this type will be the Sarnia Bay Marina which has a planned capacity of 500 berths.
- 2.10.14** Docking facilities for transient pleasure boats, display ships and tour boats are permitted along the shoreline of the Waterfront designation.
- 2.10.15** The waterfront designation provides a unique and desirable location for public facilities that will serve the cultural interests of both City residents and tourists. Such uses may include educational or heritage displays and exhibits on matters of local importance such as the petro-chemical industries and the multiple uses of the Great Lakes.

2.11 MAJOR TRANSPORTATION AREAS

2.11.1 The predominant land uses within the major Transportation designation as shown on Schedule "A" are the Sarnia Chris Hadfield Airport and the Canadian National Railway industrial marshaling yard south of Confederation Street.

2.11.2 Permitted uses within this designation include but are not limited to:

- a) airport terminals and facilities for the proper movement, servicing and storage of private and commercial aircraft;
- b) flying schools;
- c) facilities for the shipment of goods by air and rail;
- d) railway yards;
- e) ancillary residential and commercial uses; and
- f) light Industrial uses subject to the provisions of [Section 2.5.1](#).