

PART 3

SECONDARY PLANS - Continued

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3.2 SECONDARY PLAN - DEVELOPMENT AREA 2

(lands bounded by the Canadian National Railway to the south, Highway 40 to the west, 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 Highway 40 all generally to the north)

3.2.1 Goals and Objectives

3.2.1.1 Goals

It shall be a Goal of this Secondary Plan:

- a) to provide for the orderly development of Development Area 2 in such a manner as to ensure fairness and equity among affected land owners, and maintain and enhance the financial health of the municipality;
- b) to recognize and conserve the natural features and attributes of the development area, adequately provide for the equitable distribution of a wide variety of affordable housing and educational, social and recreational facilities, and adequately provide for the effective design and efficient use of transportation, sewer and water services; and
- c) to ensure that all development plans for the area are designed in accordance with the accepted community structure plan and effectively integrated with existing development to minimize disruptions to present and future residents.

3.2.1.2 Objectives

It shall be an objective of this Secondary Plan:

3.2.1.2.1 Community Identity and Structure

- a) To create a distinctive and diverse residential community that will provide opportunities to enrich the lives of existing and future residents in Development Area 2 and that is compatible with the City at large and adjacent residential areas.
- b) To create a neighbourhood structure that is integrated with the established urban area and that is linked by pedestrian and transportation systems to community, park, institutional, commercial and school facilities.

3.2.1.2.2 Residential

- a) To provide for a broad range of low and medium density housing types which are suitable for the different age and income groups, lifestyles and household structures of future residents, including the provision of a range of affordable housing opportunities.
- b) To locate medium density housing types in locations that facilitate access to community facilities such as schools, commercial areas, parks and open space systems.
- c) To encourage innovative housing designs to control housing costs and encourage the provision of a range of affordable housing.

3.2.1.2.3 Commercial

- a) To provide for an adequate supply of both local commercial and general commercial facilities consistent with the established hierarchy of commercial facilities in the municipality and within convenient access of the future resident population.
- b) To establish design policies for the effective integration of local and community commercial facilities with other adjacent land uses.

3.2.1.2.4 Industrial

- a) To provide for the development of a range of industrial uses in a manner that is compatible with the City at large and adjacent uses areas, and maximize the development opportunity that is represented in the potential availability of a full range of municipal services and potential direct access to primary rail facilities.
- b) To establish policies that provide for the effective integration of a range of both existing and proposed industrial uses with other land uses in the development area.

3.2.1.2.5 Parkland and Open Space

- a) To develop an integrated open space system comprising flooding/drainage areas, buffer areas, parks, storm water management areas, schools, pedestrian paths, bikeways, walkways and trails to serve the active and passive recreational needs of existing and future residents in Development Area 2.
- b) To provide for an off-street pedestrian system linking residential areas to such facilities as parks, storm water management areas, schools, institutional uses, local and general commercial facilities, public transit and super mailbox locations.

3.2.1.2.6 Institutional and Community Facilities

- a) To reserve sufficient land and provide adequate opportunity for the development of educational, institutional and recreation facilities to meet the needs of both existing and future residents in Development Area 2. These facilities would include a range of active and passive uses such as recreational areas, churches, special purpose public or quasi-public facilities, and public and separate elementary and secondary schools.

3.2.1.2.7 Environment

- a) To establish, preserve and maintain a safe, attractive and high quality environment for the existing and future residents in Development Area 2.
- b) To encourage energy conservation through land use planning and design.
- c) To provide sufficient buffer zones to reduce noise levels, air pollution and safety hazards between Highway 40, and other adjacent land uses in Development Area 2.
- d) To provide for the preservation of natural areas and their integration with parks, floodplain/ drainage and stormwater management areas.

3.2.1.2.8 Transportation

- a) To develop a road system of arterial, collector and local roads, that provide for the logical, efficient and safe movement of people and goods in Development Area 2 and that serves to integrate the development area with the balance of the municipality.
- b) To discourage, through road design, the use of local roads as by-passes for through-traffic, especially during the process of phased development.
- c) To provide adequate bus stops and shelters in close proximity to residential and commercial areas and schools.

3.2.1.2.9 Services

- a) To ensure that an adequate water supply, electrical distribution system, sewage collection and stormwater management and drainage system will be provided in Development Area 2.
- b) To identify and use surplus capacity in existing service facilities to make efficient use of existing systems and encourage and facilitate the development of proposed uses in Development Area 2.

3.2.1.2.10 Phasing and Staging

- a) To provide that the development of Development Area 2 is phased and staged in such a manner that each phase of development represents a logical unit of development that can function independently of other parts of the development area yet will maintain the continuity of the area as a whole when development is complete.
- b) To ensure that the development of Development Area 2 proceeds in a manner that is fair and equitable to all landowners within the area.
- c) To ensure that development in Development Area 2 proceeds within the financial and physical capabilities of the City.
- d) To provide for the development of schools, parks, community and institutional facilities commensurate with the overall rate of development in Development Area 2.
- e) To ensure the rate of development does not exceed the capacity of the arterial roads, utilities and other services, and where appropriate, to provide for the monitoring of service systems to ensure that such capacity is not exceeded.
- f) To ensure that the staging and phasing of development and the provision of public services proceeds in a logical and cost efficient manner.
- g) To ensure that provision is made in the various stages of development for servicing and road requirements of subsequent phases and to facilitate the phased construction of arterial and collector roads that will contribute to the timely integration of the development area with the rest of the municipality.
- h) To identify existing surplus capacity in the sanitary sewer system and to establish a program to monitor the flows and the actual use of such capacity to ensure that such capacity is not exceeded and to ensure that there is an opportunity to provide alternate supplementary sanitary sewer services well in advance of when existing surplus capacity is projected to be exhausted.
- i) To provide for the orderly transition of land uses in the development area (i.e. from agricultural uses to urban uses), the continued use of farm lands for agricultural use for as long as practical, and where conflicts may exist between existing agricultural uses and proposed residential uses, the creation of buffer zones, the maintenance of separation distances, or the application of measures to alleviate, to the extent possible, interim adverse impacts of incompatible development.
- j) To provide a proposed stormwater management plan that allows for phased development at the rate necessary to serve the needs of the City of Sarnia while maintaining the necessary stormwater quality and quantity control levels set out in the Stormwater Management Plan for Development Area 2.

3.2.2 Land Use Plan and Policies

3.2.2.1 General

Development Area 2 shall be developed as a residential community. The density of development should not exceed an overall density of 3.8 residential units per gross acre.

Development Area 2 shall be composed of a mixture of lower and medium density residential uses, including single detached dwellings, with mixed medium density residential development in both the northerly portion of the area north of Perch Creek and in the southwest quadrant of Development Area 2. This development area shall also contain a broad range of support facilities and services including such uses as schools, parks, open space, institutional, commercial and industrial facilities.

The land use designations for the Development Area 2 Secondary Plan are shown on Schedule "A -3.2".

3.2.2.2 Residential

3.2.2.2.1 General Policies

- a) A wide range of housing densities and types shall be encouraged so as to accommodate the range of income groups expected in Development Area 2. An appropriate mix of housing densities and types shall provide for single detached uses at densities ranging between 3.5 and 4.0 units per acre, and mixed residential uses at densities up to 7.0 units per acre. These residential development forms shall generally be reflected as follows:

Single Detached Residential Uses:	50% - 55%
Mixed Residential Uses:	45% - 50%

- b) Gross residential density shall be measured in units per acre and will include lot areas, roadways, parks, natural areas and floodplains, open space, schools, institutional uses, roads, and commercial areas. The overall gross residential density in Development Area 2 shall not exceed 9.5 units per hectare (3.8 units per acre)
- c) Net residential density shall be measured in units per hectare and will include lot areas for residential dwellings and local streets. The net residential density in Area 2 should not exceed an average of approximately 9.5 units per hectare (3.8 units per acre) for single detached dwellings and 17.5 units per hectare (7.0 units per acre) for mixed unit development. The overall average net residential density should not exceed an approximate density of 12.5 units per hectare (5 units per acre). In no case shall net residential density on any lot or block exceed 30 units per hectare (12.0 units per acre).

- d) Mixed unit residential development shall include a mixture of unit types that may include single detached, semi-detached, duplexes, triplexes, town housing, street townhousing and low-rise apartments.
- e) All new residential development shall proceed on the basis of the provision of a full range of municipal services including sanitary sewer, water, electrical, stormwater management and storm sewer services.
- f) Where appropriate, more innovative housing types, zoning standards and subdivision designs shall be encouraged.
- g) Energy conservation shall be encouraged in the design of plans of subdivision and the development of blocks of land or residential sites.
- h) Development of vacant parcels of land shall be by plan of subdivision. Development by consents shall be discouraged except where consents are intended to facilitate the assembly of land for more comprehensive development by plan of subdivision.
- i) Where new residential development is located adjacent to arterial and collector roads, special attention shall be given to the provision of adequate buffers and aesthetically pleasing design sensitive to road conditions.
- j) Residential development shall not be permitted direct access to arterial roads.
- k) To minimize the impact of commercial facilities, schools and other institutional facilities in residential areas, techniques such as building setbacks, visual screening, planting, fencing, and other similar forms of buffering shall be provided where appropriate.
- l) Senior Citizen housing and similar special residential uses shall be encouraged to locate in close proximity to commercial and institutional facilities and open space areas.
- m) The lands located at the southeast corner of Upper Canada Drive and the collector extending east therefrom and described as Part of Block "B", Registered Plan 637 may be developed for mixed residential uses, local commercial uses (which are limited to banks, offices, recreational establishments, restaurants, personal service stores and retail stores), or any combination of the two, subject to the provisions of Sections 3.2.2.2 and 3.2.2.3 of this Plan.
- n) The lands located on the east side of Upper Canada Drive, **91 metres** from Heritage Park Drive and located north of a proposed local street, extending east from Upper Canada Drive and described as Part of Block "B", Registered Plan 637, may be developed for mixed residential uses, except apartments, and local commercial uses (which are limited to banks, offices, recreational establishments, restaurants, personal service stores and retail stores), or any combination of the two, subject to the provisions of Sections 3.2.2.2 and 3.2.2.3

of this Plan and the buildings and structures being limited to a maximum height of two storeys.

3.2.2.2.2 Affordable Housing

- a) The review of residential development proposals for Development Area 2, shall provide for regard to be given to the Provincial Policy Statement "Land Use Planning for Housing", and in particular, the extent to which Development Area 2 can contribute to the supply of affordable residential lands.
- b) In assessing development proposals, and in particular the mixture of housing forms proposed for the designated mixed residential areas, housing needs (ie. type and tenure) shall be considered for low, medium and high income groups.
- c) Innovative housing designs shall be encouraged when considering development proposals for affordable housing. Alternative zoning standards may be considered to permit development such as "0" lot line residential development, provided that such development is subject to site plan control.
- d) It is intended that on average at least 25% of the new residential units proposed for Development Area 2 be affordable units as defined by the Provincial Policy Statement and the bulletins that are periodically published in support of the policy statement. Any provincial revision to the 25% affordable housing requirement will not require an amendment to this Plan.

3.2.2.2.3 Residential Design Integration

- a) Where areas to be used for multi-unit development are located adjacent to areas to be used for lower density, single and two family development, detailed site planning shall provide for effective screening, increased setbacks, and attention to the orientation of the buildings to minimize any potential compatibility problems such as loss of privacy or shadowing.
- b) All residential development abutting arterial roads shall have reverse frontage, and residential development abutting arterial or collector road allowances shall be required to provide additional setbacks from the road allowance sufficient to reduce the effects of noise, glare, and fumes. If traffic counts are sufficient, or are projected to be sufficient to warrant additional buffers, berms, walls and/or fences may be required.
- c) Any proposal for low rise apartment, row, or cluster-type housing development shall meet the following requirements to the satisfaction of the municipality:
 - i) space shall be set aside for play areas for children based and the space should be located so that it is accessible to the building or units without the necessity of crossing a parking area or driveway, and visible to as many units as possible;
 - ii) outdoor privacy areas shall be provided for the occupants of row or cluster

housing by landscaping, berming, screening, or other suitable methods;

- i) variations in topography shall be retained or created through effective landscaping;
- ii) where a proposal is adjacent to the pedestrian walkway system, open space areas may be required to integrate into the walkway system;
- v) plans shall show the height, shape, mass, colour, texture and material proposed on the site and the relationship to adjacent sites; and
- vi) street furnishings, including lighting fixtures, garbage and recycling receptacles, benches, and signs shall be designed and provided by the developer for the subject area.

3.2.2.3 Commercial

3.2.2.3.1 General Policies

- a) The development of this Secondary Plan area shall provide for the inclusion of both neighbourhood and community commercial facilities to serve the needs of the existing and future resident population.
- b) Existing industrial and service industrial type development located along either side of existing Upper Canada Drive shall be encouraged to convert from these existing uses to Neighbourhood Commercial or General Commercial uses to assist in satisfying the commercial needs of the development area, and any such uses shall be subject to the relevant policies of this Secondary Plan.

3.2.2.3.2 Local Commercial Uses

- a) The lands designated for commercial use at the intersection of the Wellington Street extension and the north / south arterial road and the intersection of east / west collector road and Blackwell Sideroad shall be encouraged to develop for neighbourhood commercial uses.
- b) The development of neighbourhood commercial uses shall be subject to detailed site planning and shall have particular regard to appropriate measures to integrate site design with the surrounding residential areas. Special attention shall be given to the provision of landscaping, buffering and other measures to mitigate such potential impacts as excessive noise, glare, fumes, garbage, or traffic movements.

3.2.2.3.3 General Commercial Uses

- a) The lands designated commercial on Schedule "A-3.2", Proposed Land Use, adjacent to Confederation Road shall be used for General Commercial development.
- b) In addition to the policies of Section 2.4.5 and 2.4.6 of the Official Plan, the following additional policies shall apply:
 - i) the General Commercial development shall be limited to the lands located along the north side of Confederation Street;
 - ii) the general commercial node shall contain a range of retail and service commercial uses that serve the residential area and the travelling public in either free standing structures or in clusters, or in shopping centre building form;
 - iii) the list of permitted general commercial uses shall not be interpreted to include car dealerships, warehouse style retail facilities, hotels or motels, department stores, or other large retail space utilizers;
 - iv) approval of new commercial development shall be by site plan agreement with the municipality;
 - v) the General Commercial area shall provide adequate access and egress, landscaping, buffering, parking, loading spaces, and refuse / recycling disposal to minimize any potential impact on adjacent residential development;
 - vi) General Commercial developments shall be designed to be compatible with any surrounding or adjacent residential or anticipated residential development in respect of building design, height, landscaping and coverage; and
 - vii) notwithstanding the provisions of Subsection 3.2.2.3.3(iii), the lands municipally known as 1566 Confederation Street and described as Part Lot 15, Concession V, geographic Township of Sarnia, may be developed for a marine sales, storage (indoor, outdoor) and service establishment and a residential dwelling in association with the marine sales, storage and service establishment use subject to the provisions of Section 3.2.2.3.3 and 3.2.2.3.4 of this Plan.

3.2.2.3.4 Design Integration

- a) Wherever pedestrian walkways connect to or through a neighbourhood or community commercial area, the walkway shall be a continuous defined pedestrian space with suitable landscaping leading from the adjacent residential area to the centre of the commercial area.

- b) Significant screening, landscaping and buffer strips shall be required where commercial buildings or their outdoor storage and parking areas abut properties which are designated for residential use.
- c) Developments with large areas of parking shall be required to provide landscaped areas within the parking lots to reduce their visual impact.
- d) The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions, on adjacent properties, and streets. In reviewing proposed developments, access to sunlight should be maximized when adjacent to residential areas.
- e) The design of new buildings should facilitate access and use by handicapped persons and senior citizens.
- f) Commercial areas shall have a low rise development form. The actual height restrictions will be detailed in the implementing Zoning By-Law.
- g) Access points to arterial and collector roads shall be limited to the minimum number necessary for the functioning of the commercial use, and joint, shared access between properties shall be encouraged by the acquisition or granting of easements for rights-of-way.
- h) In considering any development proposal in the local commercial or in the general commercial designation, the City will be satisfied that the proposal does not interfere with the achievement of the following objectives:
 - i) the reduction of the number of vehicle accesses to the arterial or collector street;
 - ii) the consolidation of off-street parking areas, where possible;
 - iii) the improvement of traffic circulation; and
 - iv) the enhancement of the architectural and landscaping design in the area.
- i) The design of any facility and supporting infrastructure shall consider the impact to the environment and take all reasonable steps to mitigate impacts on or enhance the surrounding area.

3.2.2.4 Industrial

3.2.2.4.1 General Policies

- a) A range of industrial uses are proposed for a portion of the lands in Development Area 2 south of Confederation Street between Highway 40 and Blackwell Sideroad, north of the Canadian National Railways right-of way. This range of industrial uses includes a light, service industrial service commercial category of use along the south side of Confederation Street, light industrial uses between Confederation Street and the railway lands, and medium industrial uses along the north side of the railway lands.
- b) It is intended that this range of industrial uses create a distribution of industrial uses such that relative to residential uses, the least compatible types of industrial use are located the greatest distance from adjacent residential areas. The most compatible uses are proposed to be located along the south side of Confederation Street.
- c) The lands located adjacent to Upper Canada Drive and identified as existing industrial on Schedule "A-3.2" Proposed Land Use Plan, are encouraged to convert to community commercial or neighbourhood commercial uses, and may continue to be used for non-noxious industrial purposes as set out in Section 2.5.1.1 of the Official Plan, as well as the uses as identified in Section 2.4.4.5 and 2.5.1.3 of the Official Plan.
- d) No outside storage shall be permitted in the Upper Canada Drive area.
- e) Any uses proposed to locate in that part of the development area located south of Confederation Street and north of the C.N.R. mainline in part of Lots 14 and 15, Concession 4, shall have particular regard to the location of an abandoned landfill site located in the southeast quadrant of the intersection of Highway 40 and the C.N.R. mainline in part of Lot 15, Concession 4, and to the policy set forth in Section 4.3.3 b.
- f) Where new development is proposed to locate adjacent to existing or proposed industrial land uses, it shall be a policy of this Plan to provide, to the extent possible, policies and measures to recognize and protect the integrity and continuing function of such existing or proposed industrial uses. Such matters as safety, security and fencing, buffering and design integration shall be included in these considerations.

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- g) Notwithstanding Sections 3.2.2.4.1 c) and 3.2.2.4.1 d), Summit Insulation Inc. operating as a service industrial use may relocate from 830 Upper Canada Drive to **805 Upper Canada Drive** (described as Parts 1 and 2 on Plan 25R 5005) and is permitted to have an enclosed outside storage compound in the rear yard having a maximum area of 84m².

3.2.2.4.2 Industrial - Service Commercial Uses

- a) The lands located along the south side of Confederation Street between Highway 40A and the Porter Creek drain are designated for industrial - service commercial uses. Lands so designated are intended for development by non-noxious industrial, service industrial and service commercial uses such as general manufacturing, warehousing, research and development facilities, wholesaling and light assembly, general office, financial and institutional uses, and uses identified in Sections 2.4.4.5 and 2.5.1.3 of the Official Plan with the exception of large scale retail uses and residential uses.
- b) No outside storage shall be permitted in the industrial - service commercial area.

3.2.2.4.3 Light Industrial Uses

- a) The lands located between the industrial - service commercial lands along the south side of Confederation Street and the medium industrial lands located along the north side of the Canadian National Railways right-of way are designated for Light Industrial uses.
- b) The policies of Section 2.5.1.1 shall apply to the lands designated as Light Industrial, except as set forth in this sub-section.
- c) The policies of Sections 2.5.1.5 and 2.5.1.6 of the Official Plan shall apply with regard to open storage of goods and materials only to the extent that no storage will be permitted on those portions of industrial lands adjacent to Highway 40, Confederation Street or Blackwell Sideroad.

3.2.2.4.4 Medium Industrial Uses

- a) The lands located along the north side of the Canadian National Railways right-of-way east of Highway 40 and west of the Porter Creek drain are designated for Medium Industrial uses, which shall mean that the primary permitted uses shall be for Light Industrial uses as set forth in Section 2.5.1.1 of the Official Plan together with public uses in accordance with the provisions of Section 4.2 of the Official Plan, and such uses as industrial and scientific research facilities, truck storage facilities and transportation terminals. Outside storage is permitted to locate in the rear yards of the lands adjacent to the railway right-of-way.
- b) It shall be a policy of this Plan to encourage the use of medium industrial lands for uses that would benefit from potential direct access to the railway lands and that would likely incorporate rail siding facilities.
- c) Policies contained in sub-sections 2.5.2.2 to 2.5.2.6 shall apply, to the development of medium industrial areas.

3.2.2.5 Public Open Space

3.2.2.5.1 General Policies

- a) The Secondary Plan for Development Area 2 provides for the reservation of a range of open spaces including natural areas, wooded areas, flood plain/drainage areas, natural watercourses, drainage channels, and community and neighbourhood parks. It is intended that the provision of this range of open space be integrated with the development of all of the other proposed uses in the development area.
- b) Not all lands in the development area will be required to reserve or dedicate an equal amount of each category of public open space land. Consequently, it shall be a policy of this Plan to provide that each owner of land in the development area share in a proportionate manner the costs of providing the range of open space land described in the preceding paragraph.

3.2.2.5.2 Neighbourhood & Community Parks

- a) Within each residential neighbourhood, it is intended that a combination of Community and Neighbourhood recreational land be provided to meet the standard of approximately **0.5 hectares** of community parkland per 1000 population and approximately **1.2 hectares** of neighbourhood parkland per 1000 population, and that either a community park, a neighbourhood park or related open space type use (such as a school area) be within a **500 metre** safe walking distance of all sections of the development area. In satisfying this standard, recognition shall be given to the location of schools and integrated park/stormwater management facilities that are designed to satisfy a portion of the park and open space needs in the development area.
- b) Recreational facilities that may be provided within each community, neighbourhood or similar park like area may include:
 - playgrounds with play equipment;
 - playing fields for soccer, football, baseball, softball, and track and field;
 - hard surfaced areas for basketball, volleyball, shuffleboard or tennis;
 - passive areas, landscaped open space or natural areas supplied with benches or picnic tables;
 - sleigh and toboggan slopes (topography permitting), bicycle paths; and
 - service buildings.
- c) School sites within any residential neighbourhood shall be considered to be a neighbourhood or community recreation facility providing playgrounds and facilities for programs such as community schools or community centres. In the development area, although elementary schools are not proposed to be located adjacent to neighbourhood park areas, facilities and programs shall be encouraged to be cooperatively developed. The site area of the school building plus parking shall not be considered as a part of either the 1.25 or 3.0 acres per

1000 population standard for community and neighbourhood parkland respectively.

- d) Schematic plans shall be prepared in consultation with other appropriate public authorities, for those parts of Development Area 2 in which community and neighbourhood facilities are to be provided. Such plans shall show the location of the proposed facilities, their associated parking areas, driveways and public pedestrian walkways. The City of Sarnia Community Services Policy Area shall ensure that these recreation facilities are provided in accordance with such plans.
- e) Adequate automobile parking areas shall be provided at park facilities designed for active recreational use. The circulation systems shall be designed to minimize conflicts between vehicular and pedestrian traffic.

3.2.2.5.3 Open Space Areas

- a) The protection and preservation of floodplain/drainage areas, significant wooded areas, natural areas and natural wetland areas shall be encouraged in the development of Development Area 2.
- b) The Perch Creek and the Porter Creek watercourses are intended to be preserved as natural floodplain/drainage areas and integrated into the trail & path system that will serve to provide a series of pedestrian links throughout the development area.
- c) The reservation of such open space areas as creeks, floodplains, stormwater management facilities, natural watercourses and drainage channels shall not constitute any part of the lands required for parkland dedication as per the Planning Act, nor shall such lands be recognized as a consideration in respect of a calculation for any required cash payment in lieu of such a required parkland dedication.
- d) Where appropriate, applications for draft plans of subdivision shall be accompanied by a report identifying the potential impact of the proposed development on environmentally significant feature(s) and the methods by which such impacts can be mitigated in conjunction with the proposed development.
- e) Where any development is proposed adjacent to either the Perch Creek or the Porter Creek, a minimum buffer strip of **15 metres (50 feet)** from the top of the bank shall be provided between the limits of the proposed development and the creek, so as to preserve and/or strengthen the natural amenity of the creek and the extent in which these creeks contribute to achieve flooding, erosion, and stormwater management objectives.

3.2.2.5.4 Stormwater Retention Areas

- a) A system of stormwater management facilities shall be provided and distributed throughout the development area to provide both a quality and quantity control in the management of stormwater runoff.
- b) It shall be a policy of this Plan that these facilities be integrated into the system of public open spaces and designed in such a manner as to satisfy a portion of the park needs of the development area and complement the creation of functional and pleasing open space areas. To the extent practicable, stormwater management facilities shall comprise part of the park, trail and pathway system that will link different parts of the development area to one another and to the rest of the municipality.
- c) A park like design shall to the extent practicable be created within the area reserved for stormwater retention. The integration of recreational and parkland areas with stormwater management facilities shall be designed in such a way as to not interfere with the operation or management of the stormwater management facility and maximize recreational and parkland opportunities.
- d) Lands surrounding the stormwater retention area shall be incorporated into an overall open space linkage system. Public safety shall be the first priority in the design of such recreational and parkland areas and in these respects regard shall be given to the issues of frequency, duration and depth of flooding in the design of the facility.
- e) It shall be a policy of this Plan to provide that each owner of land in the development area share in a proportionate manner the costs of providing stormwater retention areas and related facilities.

3.2.2.5.5 Floodplain Areas

- a) The regulatory flood standard that applies to the Perch Creek watershed is the 100 year storm and the lands in Development Area 2 subject to flooding under the 100 year storm conditions are generally described on the schedule of proposed land uses by a dotted line. With the exception of public or private uses especially appropriate for floodplain areas (e.g. parks, playgrounds, golf courses, washrooms, fences lighting and similar and related facilities) and approved by the St. Clair Region Conservation Authority, no development shall be permitted on lands affected by the 100 year storm.
- b) The limit of flooding predicted to occur as a result of the 100 year storm and shown on the schedule of proposed land uses has been regularized and smoothed for the purposes of showing the probable limits of proposed land uses. Where development is proposed to be located adjacent to the predicted limit of flooding, detailed survey plans and drawings shall be required to delineate the floodline. Where the floodline has been smoothed or regularized, the 100 year floodline shall be determined to the satisfaction of the St. Clair Region Conservation Authority in accordance with regulations pertaining to fill,

construction and alteration to waterways.

- c) The predicted limits of flooding in the Perch Creek at Blackwell Sideroad have been regularized to provide for the development of lands adjacent to both the north and south sides of the creek. Notwithstanding this provision for development, it is recognized that the watershed review conducted in support of this Secondary Plan predicts a spillover of flood water from the Telfer Diversion into the Perch Creek as a consequence of the 25 + year storm event, and any development in this area of Development Area 2 shall incorporate provisions satisfactory to the St. Clair Region Conservation Authority for remedial works to manage this potential spillover and reduce to an acceptable level the associated hazard to lands in proximity to the spillway area.
- d) In the event that it is determined that adjustments are required to the limit of predicted flooding of the 100 year storm as a consequence of detailed survey work or as a consequence of the application of fill, construction and alteration to waterways regulations, minor modifications and adjustments to proposed land uses shall be permitted and no formal amendment to the Secondary Plan shall be required, provided the general intent of the Plan is maintained.

3.2.2.5.6 Linkages: Trails, Pathways and Walkways

- a) The design of the development of the land uses proposed in Development Area 2 shall incorporate provisions for a linked open space system that may be comprised of a combination of parks, woodlots and natural areas, storm water management facilities, floodplain/drainage areas, pedestrian walkways, trails and bicycle paths. The planning and implementation of this system shall generally be established through the design and approvals process of plans of subdivision.
- b) The linked open space system to be provided in conjunction with the development of Development Area 2 is intended to provide safe pedestrian linkages between residential areas, schools, commercial areas, transit stops, super mailbox locations and other similar public facilities.
- c) Special consideration shall be given to the provision of hard surfacing, lighting, landscaping and benches along linkages, trails and walking/bicycle paths, and provisions shall be made to ensure the safe pedestrian and bicycle crossing of all roads in Development Area 2.
- d) Public walkways shall be provided through all residential blocks which would otherwise require long detours by pedestrians.
- e) Sidewalks shall be provided along both sides of the Wellington Street extension, and along at least one side of all other arterials and collectors.

3.2.2.6 Institutional and Community Services

3.2.2.6.1 General Policies

- a) Institutional uses that may be located in Development Area 2 shall be encouraged to locate in proximity to arterial and/or collector roads.
- b) Institutional uses located in Development Area 2 shall be planned and designed in such a manner as to be compatible and integrated with adjacent lands uses.

3.2.2.6.2 Schools

- a) Two elementary schools sites have been designated in Development Area 2.
- b) School areas shall be incorporated into the linkage system of trails, pathways and walkways. The linkage system shall be designed so as to facilitate the safe and convenient access to school lands.
- c) It is intended that school and related facilities contribute to the provision of recreational and cultural opportunities in conjunction with municipal facilities and parks.

3.2.2.6.3 Churches

- a) Lands have not been specifically designated in Development Area 2 for church and religious institution uses. All proposed sites shall be subject to the policies of the Official Plan.

3.2.2.6.4 Community and Social Services

- a) Should school facilities not be developed in Area 2, the development of a municipal facility for recreational and cultural facilities may be considered.
- b) The municipality shall cooperate with the appropriate agencies to ensure that the residents in Development Area 2 have access to a wide range of community and social services.
- c) Shared use of community and school facilities shall be encouraged.
- d) All community facilities shall include special provisions for special needs individuals.
- e) Daycare services shall be encouraged to locate in churches, schools, community facilities, shopping areas, places of employment or in separate buildings.
- f) Social and community co-ordinating centres may be established in Development Area 2 when there is a need for such centres. The need for such

centres, their location and services provided shall be determined in conjunction with representatives of the public agencies working in the City.

- g) Social and community co-ordinating centres may provide educational and developmental services such as public health, social welfare, homemaker, legal aid, information and counselling, community development, and recreation for preschool children and senior citizens.

3.2.2.7 Environmental and Design Considerations

3.2.2.7.1 General Policies

- a) In the planning and design of the range of land uses proposed for Development Area 2, regard shall be given to measures necessary to preserve, sustain and enhance existing natural features and integrate such features with the proposed land uses.
- b) It is recognized that in Development Area 2, lands have a moderate to high potential as possible locations of archaeological sites, and that an archaeological assessment of these lands by a consultant archaeologist may be necessary as a condition of development. Any significant sites found in the development area will require proper mitigation (eg. avoidance or excavation) as a condition precedent to the initiation of land disturbances or development.

3.2.2.7.2 Environmental Protection

- a) All necessary measures shall be taken to the extent feasible and practical to ensure the preservation and conservation of existing trees and woodlots.
- b) The protection and preservation of significant woodlots shall be considered in the assessment of appropriate applications for draft plan of subdivisions, and shall be accompanied by a report identifying the potential impact of the proposed development on the significant feature(s) and the methods by which that impact may be mitigated.
- c) Recreation and conservation uses will be permitted on lands adjacent to watercourses provided that the appropriate setbacks and buffers are maintained.
- d) Energy conservation shall be considered and encouraged through the design of local and collector road networks to minimize trip lengths, and through street layouts, lot configurations, subdivision landscaping and dwelling designs which serve to maximize passive solar gain during the winter months. These measures shall be encouraged while maintaining current subdivision design standards.

3.2.2.7.3 Design Considerations

- a) Aesthetically pleasing streetscapes shall be encouraged through the careful use of architectural styles, varied setbacks, building materials, colours and landscaping.
- b) Subdivision design shall be sensitive to the topography and natural landscape in the development area.
- c) Residential development adjacent to arterial and collector roads shall be designed to be aesthetically pleasing and sensitive to road conditions.
- d) Special care shall be taken to design, develop and maintain visually significant entrance features for Development Area 2 that do not create a visual obstruction.
- e) Building and site design, setbacks, landscaping, screening and buffering techniques shall be applied to minimize potential conflicts between adjacent land uses including roads.
- f) All services within Development Area 2 shall be provided to the then current municipal specifications.
- g) The planting of trees in boulevards within the road allowances of all arterial, collector, and local streets shall be encouraged.
- h) To create or enhance areas that maintain and encourage wildlife.

3.2.2.8 Transportation

3.2.2.8.1 General Policies

- a) All development shall have setbacks from rights-of-way adequate to provide for acceptable access, recognize the need for parking, provide for the installation of services, and maintain standards for good visibility.
- b) Arterial, collector and local roads in the development area shall, to the extent possible, be aligned, designed and constructed in such a way as to preserve natural features and wooded areas and maximize the safe and efficient function of the right-of-way. In the Development Area, arterial, collector and local rights-of-way shall generally be constructed to urban cross-section standards that include paved streets, curbs and gutters, grassed boulevards, streetlights, and sidewalks.

3.2.2.8.2 Highways

- a) No new direct access will be permitted to Highway Number 40. Access shall be provided by an internal road system and shall include extensions to Wellington

Street and Upper Canada Drive.

- b) All new multiple unit dwellings and commercial and institutional uses shall be located a minimum of **15 metres (50 feet)** from a highway property line.
- c) Lands in proximity to Highway 40 may be constrained for development by noise, odour, vibration, particulate and other emissions. Where such a constraint is identified, developers shall be required to provide buffering measures necessary to comply with Provincial policies and guidelines as prescribed by the Ministry of Environment. Development applications near emission sources may be required to carry out an impact assessment.
- d) To the extent possible, the Ministry of Transportation design and improvement of the Highway 40 / Wellington Street extension intersection shall be co-ordinated with the design of the extension to Wellington Street so as to minimize disruption to adjacent lands.

3.2.2.8.3 Arterial Roads

- a) Arterial roads have been identified on Schedule "C". With the exception of institutional uses, park areas, commercial areas and collector and local streets, direct access to the Wellington Street extension and the north/south arterial road connecting the Wellington Street extension to London Line shall generally be prohibited.
- b) Where arterial roads intersect with arterial roads or with collector roads, the design of such intersections shall provide for possible future signalization.
- c) The intersection of local roads with arterial roads shall be spaced to prevent interference with the safe and efficient operation of the roads system in accordance with standard engineering practice.
- d) Plans of subdivision shall be reviewed to assess the suitability of local road and collector road intersection points.
- e) Transit routes have not yet been defined. However, it is likely that transit vehicles will operate on some of the arterial and collector roads in the development area. It is intended that provision be made to inform the future owners of lands abutting these roads that they may be part of future public transit routes.
- f) Arterial roads may be off-set to permit wider boulevards on one side of the road. The wider boulevard is intended to better accommodate pedestrian and bicycle paths.
- g) On-street parking shall not be permitted on arterial roads.
- h) To the extent possible, the design and construction of the extension to Wellington Street shall be co-ordinated with the Ministry of Transportation design and improvement of the Highway 40 / Wellington Street extension

intersection so as to minimize disruption to adjacent lands.

- i) The design and construction of the intersection of the Dow Chemical Canada Inc. accesses (to both the corporate centre and the recreation centre) and the Wellington Street extension shall be based on the recommendations of a traffic study that includes consultation and the provision for input from Dow Canada Inc., and that shall be undertaken to determine appropriate intersection design improvements necessary to ensure safe ingress and egress to each of these existing land uses.

3.2.2.8.4 Collector Roads

- a) Collector roads have been designated on Schedule "C". The intersection of local roads with collector roads shall be spaced to prevent interference with the safe and efficient operation of the roads system in accordance with standard engineering practice.
- b) Plans of subdivision shall be reviewed to assess the suitability of local road and collector road intersection points.
- c) Transit routes have not yet been defined. However, it is likely that transit vehicles will operate on the collector roads. Home buyers on these collector roads shall be advised that those roads may be public transit routes in the future.
- d) To reduce air pollution and energy consumption, the use of stop signs shall be carefully evaluated.
- e) Collector roads may be off-set to permit wider boulevards on one side of the road. The wider boulevard is intended to better accommodate pedestrian and bicycle paths.
- f) On-street parking shall be permitted on collector roads except where a conflict between vehicular and/or pedestrian traffic has either been identified or is predicted.

3.2.2.8.5 Local Roads

- a) Local roads are for residential access only. They shall be designed to discourage through traffic and minimize traffic volume.
- b) On-street parking shall be permitted on local roads except where a conflict between vehicular and/or pedestrian traffic has either been identified or is predicted.

3.2.2.8.6 Parking

- a) The required parking for any proposed uses is intended to be accommodated "on-site" rather than "on-street". The design of parking areas shall incorporate

measures to reduce the visual impact of such areas.

3.2.2.8.7 Transit

- a) The arterial and collector road system has been designed so that most residents will be within an acceptable walking distance to the public transit system. In plans of subdivision, local roads and pedestrian and bicycle paths shall be designed to minimize walking distances to potential transit routes.
- b) Public transit shall be accommodated on arterial and collector roads.

3.2.2.9 Servicing

3.2.2.9.1 General Policies

- a) Development Area 2 shall be developed on the basis of full municipal services including roads with curbs and gutters, sidewalks, piped potable water, sanitary sewers and pumping facilities, stormwater management facilities, storm drainage facilities, streetlights and electrical distribution systems and other utilities as would normally be required.
- b) Development, proposed plans of subdivision or phases of such approved subdivisions in Development Area 2 shall not be approved until the City is satisfied that sufficient capacity for full municipal services is available.
- c) The cost of providing full municipal services necessary to facilitate the development of lands within Area 2 shall generally be borne by the developers of the lands. Front ending agreements or development charges as provided for by the Development Charges Act, or other measures as may be appropriate shall be used to facilitate the recovery of oversizing costs borne by developers and to ensure a fair and equitable distribution of servicing costs among benefiting owners.
- d) Pursuant to the provisions of the standard form of subdivision agreement used by the municipality, services once installed shall become the property of the municipality, notwithstanding any other requirement.
- e) It shall be a policy of the municipality to provide for the fair and equitable distribution of costs to provide a full range of municipal services.

3.2.2.9.2 Potable Water Supply System

- a) The design and construction of the water supply and distribution system shall be adequate to provide a reasonable and desirable level of service to all areas either presently developed or proposed for development or redevelopment. New development and/or redevelopment shall only be permitted where the water supply and distribution system is adequate to service such development and/or redevelopment.

- b) Improvements as necessary shall be required to the water supply and distribution system to provide sufficient volume and storage capacity and water pressure in the distribution system to provide an adequate level of protection in the event of fires or other emergencies.

3.2.2.9.3 Sanitary Sewer System

- a) As a consequence of the re-designation of a large portion of Corporation Park from light industrial uses to residential uses, a limited amount of sewage capacity is available for use on an interim basis to facilitate the development of a portion of Development Area 2. It is estimated that the surplus capacity available to the development area will be sufficient to serve an approximate population equivalent of between 3,400 and 3,500 persons, or an approximate household equivalent of 1,150 units. These estimated equivalent capacities do not take into account other proposed land uses such as commercial uses, industrial uses, or school uses.
- b) As part of the first phase of development in Development Area 2, a sanitary sewer feasibility study shall be prepared (by the developer(s)) to identify how to best use existing identified available sewage capacity, and how to provide in the long-term for the sanitary sewer flows from Development Area 2 to be connected to a new pump station(s) and forcemain(s) which is predicted to outlet to the South Huron Trunk Sewer upstream from the Residential Pump Station. For the purpose of this study, the O.P.A. #7 - Secondary Plan Sanitary Sewer Capacity Study prepared by the City of Sarnia Development Engineering Section of the Works Policy Department, to the extent permitted, shall be deemed to satisfy Phase I and II of the Class Environment Assessment for Municipal Water and Wastewater Projects as published by the Municipal Engineers Association, June, 1993.
- c) As part of the first phase of development in Development Area 2, a sanitary sewer monitoring system shall be installed (by the developer(s)) and provisions shall be made to monitor the flow of effluent from the development area through the Sherwood Village sanitary sewer system to ensure that the capacity available to the development area is not exceeded.
- d) When as a consequence of flow monitoring it is determined that 80% of the available interim capacity has been used by development in Development Area 2, the municipality shall give consideration to the provision of sanitary sewer facilities to provide long term capacity for the development area. Until such facilities are actually constructed and provided, additional development shall be prohibited.
- e) When it has been determined that the provision of additional or alternate capacity is warranted, the municipality shall commence to attempt to obtain the required approvals and construct additional or alternate facilities to provide long term capacity for Development Area 2. To the extent that it may still be relevant, the O.P.A. #7 - Secondary Plan Sanitary Sewer Capacity Study prepared by the City of Sarnia Development Engineering Section of the Works

Policy Department, to the extent permitted, shall be deemed to satisfy Phase 1 and 2 of the Class Environment Assessment for Municipal Water and Wastewater Projects as published by the Municipal Engineers Association, June, 1993.

- f) An appropriate level of sanitary sewage collection and treatment facilities shall be provided to adequately serve both the existing and proposed development areas. New development and/or redevelopment shall only be permitted where the sewage collection and treatment facilities are adequate to service such development
- g) All new development occurring by registered plan of subdivision or consent shall be serviced by the municipal sewage collection and treatment system and the developer shall be responsible for the installation of such works subject to the approval of the City and the Ministry of Environment.

3.2.2.9.4 Stormwater Management System

- a) The development of Development Area 2 provides for the integration of a stormwater management system to manage both the quality and quantity of stormwater predicted to be discharged from the development to the area's stormwater outlets. Both the Perch Creek and the Porter Creek, being natural drainage channels, constitute the outlet for the system of detention ponds distributed throughout the development area.
- b) The system of quality and quantity control ponds are distributed throughout the area on the basis of sub-tributary areas and in such a manner as to facilitate the phased construction of the stormwater with the Perch Creek and the Porter Creek which are to be maintained as natural channels as part of the planned system. Where development is proposed, provision shall be made to provide for the management of the predicted volume of storm runoff from the applicable sub-tributary area.
- c) Before approving any amendment to the Secondary Plan, a Zoning By-law Amendment, a Development Proposal or entering into a subdivision or site plan agreement, the Municipality shall ensure that the proposal has been reviewed to determine the degree to which the proposal conforms to the plan for stormwater management. In reviewing the proposal, the municipality may set out additional specific requirements on a case by case basis and may prescribe appropriate measures for the provision of components of the stormwater management system. It is intended that the system of stormwater quality and quantity ponds be owned and maintained by the municipality.
- d) The Municipality shall not approve any development if it would have a significant adverse impact on quantity and quality of stormwater and flooding, erosion, sedimentation or pollution, both during and after construction.
- e) Each development in the development area shall include a detailed stormwater management plan, prepared by a Professional Engineer, that provides for the

provision of the overall stormwater system and shows through acceptable calculation or modelling techniques that the proposed facility will provide the level of control outlined in the Stormwater Management Plan for Development Area 2. The Area 2 Stormwater Management Plan prepared by Totten, Sims, Hubicki Associates, June, 1993 shall, to the extent practical, be deemed to satisfy Phase 1 and 2 of the Class Environment Assessment for Municipal Water and Wastewater Projects as published by the Municipal Engineers Association, June, 1993.

- f) Detailed design of the stormwater management facilities shall be in accordance with the general design guidelines outlines in the Stormwater Management Plan for Development Area 2 and shall give consideration to the most recent "Best Management Practices" available at the time of development.
- g) Appropriate buffer strips, plantings or other public restrictive features shall be provided at all proposed stormwater management facilities to discourage, as necessary, public use so as to maintain the operational and structural integrity of the facility and the safety of the public.
- h) Construction and maintenance of stormwater management facilities shall be in accordance with the general guidelines set out in the Stormwater Management Plan for Development Area 2 and to the satisfaction of the municipality. A warranty period will be established in the form of an agreement between the developer and the municipality, and during this period the municipality may require the developer to make modifications to the constructed stormwater management facility to ensure its operation at the design level of control.

3.2.2.9.5 Storm Sewer System

- a) The design and construction of the storm sewer system shall be adequate to provide a reasonable and desirable level of service to all areas either presently developed or proposed for development or redevelopment. New development and/or redevelopment shall only be permitted where the storm sewer system is adequate to service such development and/or redevelopment.
- b) The design of the storm sewer system shall be integrated with the design of the stormwater management system.
- c) The storm sewer system shall be constructed in accordance with the standards of both the municipality and the Ministry of Environment.

3.2.2.9.6 Utilities

- a) All wiring for power distribution, streetlighting, telephone and cable television facilities shall to the extent possible be located underground.

3.2.2.10 Phasing and Staging of Development

- a) Final approval for the development of any parcel of land within Development Area 2 shall not be granted until such time as storm water, sanitary sewer, piped water facilities and utilities necessary to serve the subject lands are available.
- b) Where capacity constraints have been identified, development may be restricted to proceed on a phased basis and may require that the approval of each phase be conditioned upon a detailed engineering review of the then available capacity.
- c) Where it is determined that over-sizing of services is required, front- end agreements, development charges or a combination thereof may be applied in order to ensure the fair and equitable distribution and recovery of costs.
- d) Front-ending agreements and development charges may also be employed in order to ensure the fair and equitable distribution and recovery of costs associated with such facilities as parkland, flood plain/drainage areas, stormwater management facilities and the location of schools.
- e) No development shall be approved until an agreement is entered into by the developer(s) and the City for contributions to cover the installation costs of services such as sewers, watermains, streets, sidewalks and the costs of planning and engineering services.
- f) All stormwater management facilities required for a tributary area as outlined in the Stormwater Management Plan for Development Area 2 shall be in place and operational before any development within that tributary area may proceed. This may require that the first developer within a tributary area negotiate front-ending agreement(s) with the municipality and/or other landowners to facilitate the construction of stormwater management facility.
- g) The approval of development applications in Development Area 2 shall be governed by the following principles:
 - i) the avoidance of scattered development;
 - ii) the planned, logical, sequential development of neighbourhood areas;
 - iii) the provision of schools and parks and the logical, sequential development of an open space system;
 - iv) the logical and sequential construction of arterial and collector roads and access to arterial roads;
 - v) the logical and sequential construction of sanitary sewers, pump stations, and watermain extensions;

- vi) approvals for a stormwater management facility for the subject tributary area are in place and provisions for the facility to be constructed before any construction within that tributary area;
 - vii) the adequacy of proposed storm drainage systems, and
 - viii) the minimization of public front-end financing.
- h) The phasing and staging of development in the development area shall have regard to the location of any active intensive livestock operations and to the extent practicable shall endeavour to maintain as great a separation distance as possible between development and the operation for as long as practicable. In addition to the maintenance of separation distances, regard shall be given to the creation of interim buffer zones or other innovative measures to alleviate, to the extent possible, the adverse impacts of incompatible development.

3.2.3 Implementation

- a) An amendment or a series of amendments to the Zoning By-law will form the basis for the implementation of the land use policies of this Secondary Plan. Where appropriate, the City may employ a Holding "H" Zone to effect the proper staging and phasing of development.
- b) The design of commercial, institutional, industrial and residential buildings and facilities (except single detached and semi-detached dwellings) including position on the lot, lot coverage, parking layout, loading facilities, control and orientation of outdoor lighting, signs, poles, posts, noise attenuations, stormwater management and all other external features shall be subject to site plan control to ensure orderly and aesthetically pleasing development.
- c) Development shall be permitted to proceed only when adequate municipal water, storm and sanitary sewer services including both waste collection and waste treatment works, are provided; when streets, educational facilities, parks and recreational facilities are determined by the City to be adequate; and when such other works, facilities and services as the City shall from time to time require of the developer(s), are provided.
- d) Open space and parklands shall be acquired by any of the following means:
 - i) the provisions of The Planning Act;
 - ii) the dedication of five percent (5%) of the land in a development or a cash-in-lieu payment (or a combination thereof) for parkland with respect to all lands proposed for development, except commercial and industrial development;
 - iii) the expenditure of funds allocated in the City budget or designated from reserve accounts; donations, gifts, or bequests from individuals or

corporations, funds allocated by any authority having jurisdiction; and

- iv) where a development or redevelopment is proposed on a property, part of which is designated as floodplain/drainage areas or stormwater management facility, then such areas shall not constitute part of the parkland dedication required under The Planning Act. The City shall encourage the reservation of such areas for public open space in addition to the dedication required by The Planning Act.
- e) The cost of physical services associated with new development, including sanitary sewers, watermains, stormwater management facilities, storm sewers, streetlighting, electrical distribution on, roads, sidewalks, and curb and gutter shall generally be borne by the developer or benefiting landowner.
- f) The City may cooperate in any cost sharing program, whereby the portions of costs of certain public facilities serving the development area or the City at large which may be initially chargeable to private development, will be shared and recovered among the benefiting parties.
- g) The City shall review and may revise the provisions of this Secondary Plan from time to time.

3.2.4 Interpretation and Effect

- a) The boundaries between the land use designations shown on Schedule "A-3.2" are approximate, except where they coincide with perimeter roads, or any other clearly defined physical feature. Adjustments to features, proposed land uses, or figures shall not require any amendment to this Secondary Plan provided the general intent of the policies are maintained.
- b) The location of roads shown on Schedule "C" are approximate and adjustments shall not require any amendment to this Secondary Plan provided the general intent of the policies are maintained.
- c) The provisions of the Official Plan as amended from time to time, regarding the interpretation of the Official Plan shall apply in regard to this Secondary Plan.